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For further particulars, see page immediately following the descriptive portion of the Guide; refer also to Bradshaw's General Railway and Steam Navigation Guide for Great Britain and Ireland, for the present Month.

[L.C.—400

KEY { To facilitate reference to the following pages of Bradshaw's Guide and General Handbook for the whole Continent of Europe.

Maps.

Map of Europe.—This Map shows all the Railways now Open upon the Continent of Europe, with the Electric Telegraph plainly marked. The **Thick Figures** printed upon the surface of the Map have reference to the page on which the trains of the particular line of Railway to which they are attached may be found. See explanation in the margin.

The Information is given in the following consecutive order:—

List of Customs' Dues - Page ii

Contents.—Pages **iv.** to **xii** inclusive, contain the names of all the Railway Companies on the Continent of Europe now opened, together with the General Contents of the book.

Index.—From pages **xiii** to **xxv.** inclusive, give most of the Railway Stations throughout the Continent, and a complete list of all the places described in the Guide.

Pages **xxvii.** to **xxvi** contain **General Instructions to Travellers**; and amongst these, the **Post Office** Regulations are continued on pages **xxxii.** and **xxxiii.**

Passport Information.—From pages **xxxiii.** to **xxxviii.** inclusive.

Foreign Money Tables pages **xxxix** and **xl.**

Skeleton Through Routes.—Pages **1** to **10** inclusive, are occupied with these routes which are intended to assist the traveller in deciding upon his Route before leaving England.

Railway Time Tables.—These are arranged in Sections, (see head of Contents, page iv), and extend from pages **12** to **176** inclusive. Taking the coast of England as the starting points, the various countries are given in the order in which the tourist reaches them from England.

Railways in **France**, from page **12** to **59.**
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Do. **Holland**, from page **80** to **83.**
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Do. **Portugal**, page **175.**
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Do. **Russia**, page **175** to **176.**
Do. **England**, from page **177** to **178.**

Arrangement of Trains.—As nearly as possible these are arranged according to priority of time from the left hand to the right of the page. To economise space, sometimes a later train will be found put before an earlier one, and occasionally extra trains will be found printed at the side or bottom of the pages.

Dark Lines.—A mark thus ——, or thus Stop indicates the total stoppage of the train at that point; if any train is shown below in the same column, it is an independent one.

Thick Figures.—Thus (**24**) are placed at junctions and termini, and refer to pages of the Guide, by which the traveller is enabled to extend his journey from one Company's line to another.

Monthly Almanac and Tide Table.—This is given at page **179**, and gives the time of high water at the principal Continental and British Ports.

Steamers.—Pages **180** to **212** inclusive, give a complete list (Alphabetically arranged,) of all steamers to and from English and Foreign Ports.

Advertisements.—A full list of these are given and arranged alphabetically from page [illegible] to **241.**

Descriptive Portion.—The pages from **242** to **380** are occupied with short notices of the principal Railway Stations and Towns on the Continent, arranged under the heads of the respective Countries in which they are located.

Pages **477** to the **End** contain Steamboat, Hotel, and other miscellaneous advertisements.

Special Edition.—MAPS AND PLANS.

Maps of **France, Belgium, &c. Switzerland,** and the **Rhine.** } Upon which the several Railway Communications are shown upon a larger scale than they are given on the Map of Europe.

The Plans of Towns are bound separately in a small book, and arranged as follows:—

Lyons.	**Frankfort-o-M.**	**Genoa.**
Marseilles.	**Dresden.**	**Milan.**
Paris.	**Hamburg.**	**Naples.**
Ostend.	**Munich.**	**Rome.**
Ghent.	**Berlin.**	**Turin.**
Brussels.	**Trieste.**	**Venice**
Antwerp.	**Vienna.**	**Verona.**
The Hague.	**Geneva.**	**Palermo.**
Cologn .	**Florence.**	**Constan'ple.**
Mayence.		

In addition to the information contained in the 1/6 Book, the **Special Edition** includes the following additional Routes, and notices of Towns.

Pages **381** to **429** inclusive, contains 33 Routes through **Switzerland** and **France.**

Pages **430** to **454**, contain notices of the principal Towns in **Russia, Poland, Sweden, Norway, Denmark,** and **Turkey.**

For account of **Algiers**, see page **455.**

Overland Route to India, page **460.**

Vocabulary in English, French, German, and Italian, page **470.**

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Do. do. exceeding 6 in in height, do.	0	14	0
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Carpets and Rugs, per square yard	0	0	6
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Cordials and Liquors, the gallon	1	0	0
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Do. Silk net, figured with the needle, imitation Lace, the lb.	0	10	0
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Linen Articles, manufactures of, mixed with Cotton or Wool, £100 value	5	0	0
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Do Gilt and all fancy kinds, do	0	0	2½
Perfumery, not otherwise enumerated, the lb	0	0	2
Prints and Drawings, the lb.	0	0	3
Silk, Millinery, Turbans or Caps, each	0	3	6
„ Hats or Bonnets, ditto	0	7	0
„ Dresses, ditto	1	10	0
„ Hangings, and other Manufactures of Silk, for every £100 value	15	0	0
„ Velvet, plain or figured, the lb.	0	9	0
„ Articles thereof, ditto	0	10	0
Snuff, the lb	0	6	0
Tea, the lb.	0	1	6
Wine in Casks or Bottles, the gallon	0	5	5
Spirits in Casks or Bottles, the proof gallon	15	0	0

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Entered at Stationers' Hall.

SHEWING THE NAMES OF ALL THE RAILWAYS ON THE CONTINENT,

With the NAMES of the PRINCIPAL PLACES on each LINE.

*** For intermediate STATIONS consult the Index, p. xiii to xxvi.

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SHOWING EVERY RAILWAY STATION UPON THE CONTINENT OF EUROPE.

NOTE.—For convenience of reference, the Guide is divided into two parts, viz., Tabular and Descriptive. In the following Index the Traveller will find no difficulty in ascertaining which portion is referred to, by recollecting that the Tables end at page **178**, and the Descriptive matter begins at page **243**, consequently all below **178** refer to the Time Tables, all above **242** to the Descriptions.

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BRADSHAW'S CONTINENTAL RAILWAY GUIDE OFFICE,
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LIST OF NEW OPENINGS OF RAILWAY LINES.

1. NEW BRANCH ON THE ORLEANS LINE.—From **Moulins** to **Montlucon.**—See pages **28-29.**
2. NEW LINE—From **Beziers** to **Estrechoux.**—See page **41.**
3. NEW BRANCH ON THE CHEMIN DE FER DES ARDENNES—From **Mezieres** to **Nouzon.**—See pages **52-53.**
4. EXTENSION ON THE DEUTZ AND HENNEF LINE—From **Hennef** to **Eitorf.**—See page **86.**
5. NEW LINE—From **Mayence** to **Bingen.**—See page **89.**
6. NEW BRANCH ON THE WARSAW AND GRANITZA RAILWAY—From **Zabkowice** to **Kattowitz.**—See page **124.**
7. EXTENSION ON THE ALESSANDRIA AND CASTEL SAN GIOVANNI LINE—From **Castel S. Giovanni** to **San Nicolo.**—See page **162.**
8. EXTENSION ON THE SIENNA AND EMPOLI LINE From **Sienna** to **Asinaluuga.**—See page **168.**
9. NEW LINE—From **Piacenza** to **Parma, Modena,** and **Bologna.**—See page **168.**
10. NEW BRANCH ON THE ROME AND FRASCATI RAILWAY—From **Ciampino** to **Albano.**—See page **170.**

TO TRAVELLERS.

Tourists who make use of this GUIDE, and may find any inaccuracies therein, are earnestly requested to communicate personally at Bradshaw's Guide Office, 59, Fleet Street, London, (E.C.) or by letter with the Editor, (addressed—To the Editor of Bradshaw's Continental Railway Guide, Printing Office, Newton, near Warrington, Lancashire,) on their return to England; or, should they be permanently resident abroad, to do so through friends in this country, in the course of their regular correspondence, requesting such friends to communicate with the Editor. Travellers would also oblige by forwarding in like manner any suggestions as to economy in travelling, interesting and cheap tours, detours, &c., that they may think useful.

We have introduced at the end of the Special Edition, a few leaves of writing-paper, which we think will be useful to travellers for putting down stray remarks and notes; and if tourists would put them under cover, and direct to our office, we shall feel obliged.

Couriers.—Families or Gentlemen going abroad, who can afford the expense of a Courier, should never leave London without one. Their services are invaluable in relieving the traveller or "Pater Familias," from a multiplicity of cares and troubles respecting Passports, Examination and Conveyance of Luggage, in securing the best of accommodation, payment of Fares and Bills, in protecting the traveller from imposition, and an infinity of annoyances to which they are exposed in various parts of the Continent. It is, however, highly necessary not to engage a person as Courier, unless his testimonials and certificates are of the best description, and of recent date. The safest plan is to apply to the Secretary of the General Couriers' Society, 12, Bury-Street, St James's, London, or of Mr. W J. Adams, 59, Fleet Street, London, as the Couriers recommended by those gentlemen are competent and trustworthy.—*Ed.*

A SPECIAL EDITION of the CONTINENTAL GUIDE is now issued, containing an additional amount of information, together with *thirty-one Maps*, price 3s. 6d. (per post, 4s.)

TO CORRESPONDENTS.

We shall feel much obliged to those Gentlemen who favour us with any information for the Guide, if they would be kind enough to attach their names and addresses to such information, as a guarantee of the correctness of the same, and thus enable us to acknowledge the receipt of such communications by private letter. We cannot attend to anonymous communications.

It occasionally happens that changes are made by the Foreign Railway and Steam Packet Companies in the middle of the month, and after the usual monthly issues of the Guide, we beg to recommend Travellers to compare our Time Tables with the Local Time Bills to be seen in almost every Hotel on the Continent, as often as opportunity arises.

GENERAL INSTRUCTIONS TO CONTINENTAL TRAVELLERS.

Soap.—Travellers should provide themselves with this useful article before proceeding to the Continent (which can be had of W. J. Adams, 59, Fleet Street); if they fail so to do, they will find this form a serious item in their hotel bills, soap being a rare article in Continental Hotels, and, if supplied to travellers, is always charged.

Dress and Kit.—The following ought to be sufficient:—A carpet-bag with coat-case at bottom, a plain morning coat of black cloth, with grey or tweed trousers, and light vest, six shirts, the same number of pairs of socks, two neck and six pocket handkerchiefs, one pair of boots off, another on; (elastic kid dress-boots pack best,) and a pair of slippers, is the most complete kit necessary All the rest is more bother than worth. A useful addition to the traveller's outfit can be made in the form of a bottle of Rimmel's Vinegar and other Toilet requisites. See advertisement.

The following outfit for *pedestrians* is recommended:—

Strong tweed coat and waistcoat. Flannel trousers. Double soled boots. One Flannel shirt on, one off. One pair of *Kid* shoes, *which pack quite flat without cutting*. Half-a-dozen white collars. One pair woollen socks on, one pair in knapsack. One pair tweed trousers. Two pairs cotton socks. One pair of slippers. One neck tie. Portable dressing case to hold comb, razor, and tooth brush. Waterproof silk coat, which straps on outside of knapsack.

Shoes or Laced Boots.—These should be double-soled, with three rows of hob-nails, and without iron heels, which are dangerous, and liable to slip in walking over rocks. Good Shoes may always be obtained in Switzerland fit for mountain excursions, and they should be kept in constant repair. The waiters at the Swiss Inns will attend to all commissions of this sort.

Stockings.—Woollen are preferable to cotton; the latter cut the feet in a long walk. Worsted socks, or cotton stockings with worsted feet, are decidedly the best.

Gaiters are useful in wet weather to keep the socks clean; they also prevent small stones from falling into the shoes

Knapsacks.—Tourists should provide themselves with a drab Macintosh Knapsack, which is lighter and more convenient than any that can be bought abroad, and can be obtained from our Agent, W. J. Adams, 59, Fleet Street.

Portmanteaus are better purchased in England than any where else. The dimensions allowed in the French Malle Poste are 27 inches in length, 15 in breadth, and 13 in height.

Polyglot Washing Books of all languages, will be found useful, and can be obtained of W. J. Adams, 59, Fleet-St., London, price 1s. each, post free, 1s.1d. Family Washing Books can be had, price 1s. 6d. Washing can be done at any of the Hotels during the night whilst the traveller is in bed. In ordering these books, it is necessary to state the language required, and if for a lady or gentlemen.

Blue or Black Glass Spectacles, to screen the eyes from the glow of the sun in southern climates, and the dust and cinders whilst riding in the railway carriage.

Purses.—A stout leathern purse or canvas bag, to hold silver crown pieces and dollars, cards, or pieces of parchment for writing directions for luggage, (it being necessary many times to address every package,) and one or two leather straps, to keep together small parcels, will be found very useful.

Writing-case.—Portable writing and dressing cases are better procured in England.

Umbrella.—A strong substantial one, that will also serve as a walking-stick, is the best.

Measuring Tape.—A wheel tape (about 6 yards) will be found useful.

Passports.—A Foreign Office passport, the price of which is now reduced to 2s., and which can be obtained through our Agent, W. J. Adams, 59, Fleet Street. It is a general passport for every country, and continues valid for an indefinite period, the visas only requiring to be renewed according to the respective regulations For full particulars see pages xxxiii to xxxviii. N.B.—Always carry your Passport in your pocket.

AMERICAN TRAVELLERS.—American Travellers intending to visit Austria, by way of Dresden and Prague, must have their Passports *visé* by an Austrian and American Ambassador or Consuls at London, Berlin, or Frankfort, or in some other town where an American representative resides.

Landing on the Continent.—No sooner does the steam boat reach port, than the traveller finds himself pestered by discordant cries dinned into his ears by the porters and *employés* of the different Hotels. Showers of cards will be poured on him, and the prices charged bawled out lustily. To avoid all this as much as may be, let him determine on his Hotel *beforehand*, and name it at once, when the agent for it will immediately step forward, and take the new arrival under his protection, and escort him to the Hotel.

Custom-house Regulations.—Passengers, on landing, are not permitted to take their baggage with them on shore. The Custom-House Porters, who are responsible for its safety, convey it direct from the vessel to the Custom-House, where the owner, to save personal attendance, had better send the Commissionaire afterwards with the keys. The Commissionaire will also obtain the necessary official signature of the police to the traveller's passport. The landlord of the inn is responsible for his honesty.

Nowhere are courtesy and good humour better repaid than during the examination of your baggage. Never be in a hurry; collect your packages and open them one by one yourself, lock one before the next is "visited." The officers are only doing their duty, and can make that duty very disagreeable in return for any hauteur or want of courtesy. Always "declare" any article you believe liable to duty, and remember that every Custom House Officer abroad can search your person if he chooses.

CAUTION.—Silks, lace, and other foreign goods, packed with articles of apparel, or otherwise concealed, are, as well as the articles in which they may be placed, liable to seizure; and travellers are warned that the seizure is strictly enforced unless the examining officer is informed of the articles being in the package and the goods duly declared previously to its being opened.

Hotels.—It is not necessary, in travelling on the continent, for a gentleman and his wife (supposing they wish to live with economy) to take a sitting-room as well as a bed-room, as is the custom in British Hotels. On arrival at an Hotel abroad, state what sort of a bed-room you wish to have, and go and choose it at once: as a general rule, the *higher* you ascend, the *less* you pay. You may drink tea there, if you like, and you always dine in the public rooms, when there will be plenty of ladies to support you. The neat little beds have silk coverlets thrown on them during the day, and the washing apparatus is made for concealment; and you may receive visitors in your sleeping apartment as well as in a drawing room. If you require no more than two wax candles, tell them not to light the others, otherwise they will be charged in the bill.

KEY.—Always lock your door on leaving your room, and if going for walk, hang the key on the number of your room, on the key board. The Landlord is then (*and then only,*) responsible for the safety of your room, and visitors learn more easily that you are out.

To ensure being called in proper time, mark the hour against the number of your room on the slate or board always provided for this.

FEES TO WAITERS.—In most cases the "*Service*" is added to the bill; otherwise one franc, (or about that amount in other money,) per head,) (adults) per day, is liberal for all the servants, and is paid to the Headwaiter "*for Service.*" The Porter, who is Boots, may expect a small fee in proportion to the luggage and trouble given.

Luggage.—This should be as limited in amount, as light, and as portable as possible. For a gentleman, a short and deep portmanteau, strengthened to resist the pressure of heavier packages, will be most convenient, and can be conveyed by any of the continental conveyances. The name and place of destination should be distinctly written on the cover. But, as in many instances, parties cannot travel without carrying with them a large quantity of baggage, we recommend them to send it on in transit per Luggage Train, as by this conveyance a considerable saving is effected. As a rule, however, never part with your luggage.

The Luggage of passengers from Paris, by the Mail Train, may be brought to London without examination at Dover, in order to prevent detention at the latter place. Passengers by the Mail-Packet have merely to point out their Luggage at the Railway Station after landing at Dover, and take their places in the train for town, where officers from the Customs are in attendance, and where the examination is made. At present, this facility is confined to the train leaving Paris at 7.30 p.m., the passengers by which arrive in London at 8.6 a.m. the following morning.

Porterage of Luggage.—Travellers will save themselves much trouble and many overcharges by always asking the proprietor of the hotel to which they go, to settle with the porter for luggage.

Placres, Vigilantes, and Cabs.—The Driver always expects a few sous for himself, (*pour boire.*) Pay this with your fare, and so appear to know the custom and avoid extortion.

Switzerland and Mountainous Districts.—Those travellers, whether equestrian or pedestrian, who intend ascending mountains, should be provided with a frock of oiled silk, as the best protection against the weather in places where the labour and heat attendant upon the ascent would render an additional outer garment a severe incumbrance. A belt round the waist and a mountain-pole,

which can always be procured in the neighbourhood, are also of considerable service. The best restorative is tea, and it can be procured good in Holland, and in most of the large towns of Germany. Provisions should also be conveyed in a knapsack or haversack, of which the Guide will take charge, and the contents of which he will expect to share. The traveller should never lose sight of his Guides as he may frequently be in considerable danger without being aware of it, especially in the neighbourhood of glaciers. Persons subject to giddiness, should be cautious of venturing into certain situations.

Travellers visiting the glacier passes will find great comfort derived from the use of Glycerine, as a substitute for grease of any kind, applied to the exposed parts of the face, previous to, or during an excursion on the ice. It should be applied before starting, and a small bottle (say a drachm) carried in the pocket, from which the lips may be anointed from time to time during the day, after drinking. This will prevent the painful excoriation from which some persons suffer so much. It is also efficacious as a cure, but prevention is better. A half-ounce bottle will last many days. Price & Co.'s Glycerine is the best.

Climates and Mineral Springs.—For detailed information on these subjects, see Dr. Lee's Works, published by W. J. Adams, 59, Fleet Street, London.

Fees at Churches, Galleries, &c.—One franc, or about that value, is sufficient for a party, except in cases where the galleries are not usually shown to travellers.

Language.—Every traveller should, if possible, make himself acquainted with the language of the country, before he goes to travel in it; even a very slight knowledge of it will often be found useful. To know the language is to have a double purse. The French language will suffice for Belgium, the Rhine and its vicinity, Switzerland, Piedmont, and the chief towns of Northern Italy. It is not generally known in the German States, nor in the provincial towns of Italy, nor in the Tyrol. In Holland, and many parts of Germany, English is more generally understood than French. Parties not speaking the language, and employing an interpreter, should be particular in their arrangement with him as to the amount of remuneration.—For vocabulary of common words and phrases, see pages 470 to 476 Special Edition.

Letters.—Attention to the Notice at p xxxi. respecting Letters is recommended. It is however always safest to direct letters (paid) to the care of a Banker or even an Hotel. It is hardly possible to appreciate the difficulties of Foreign Post Offices in deciphering English names.

German Railways.—The Second Class carriages on the German Railways are much superior to our own, and few persons travel first class.

Prussian Railways.—The Express Trains only take 1st and 2nd class passengers. *Children*, two under ten years of age travel with one full ticket, one can take a 2nd class ticket and travel 1st class, or a third class and travel 2nd class. Children pay full price in 3rd class.

Austrian Railways.—Passengers having taken 2nd class tickets and wishing to change for the 1st class, can do so upon paying half the 3rd class price. To change from the 3rd class to the 1st class, the entire 2nd class must be paid, and from the 3rd to the 2nd half that price. *Children* under 10 years pay half price. Those under two years are conveyed free. *Horses*, 50 krs. per mile for one horse, 1 fl. 10 krs. for two; 30 krs. for all others. *Dogs* are conveyed for 3 krs. per mile. *Waiting-rooms* are open an hour before the departure of each train, travellers must be provided with a ticket before being allowed to enter the Waiting-room. *Smoking* is not allowed in the Waiting-rooms or in the Carriages, except in the 3rd class carriages and the "Rauch Kabinet."

Expenses—Money.—It is difficult to calculate the exact expense of travelling on the Continent. That depends more or less on the habits and means of the traveller and his mode of journeying, and likewise on the rate of charges made in the various countries. It may, however, be remarked that, unless the expenditure be very lavish, 20s. per day for each individual ought to cover all expenses—even when travelling by post. Pedestrian excursions in remote situations can hardly exceed 5s. per day, exclusive of Guides when necessary. The chief expense arises from locomotion, Hotel living being almost insignificant. The cost of locomotion will be greatly increased when the traveller proceeds quickly. The above amount will be very probably near the mark when the tourist journeys 70 or 80 miles a day, if only 40 or 50 miles, the expenses, then, are not likely to be more than 15s. per day.

Circular notes will be found the most economical and safest mode of carrying money on the Continent to meet expenses. For particulars, see pages xxxix.

English Bank Notes are convenient in Belgium and in all parts of Germany, but the exchange is lower than that of the Circular Notes. A small supply of English gold should be taken to defray steam-boat expenses, as also to provide against shortcomings where Circular Notes cannot be exchanged. English sovereigns ought to be taken at all the hotels at their full value, but the best course to adopt is to apply to some *authorised* money-changer when the traveller requires to change them, and not at Inns or Hotels. The value of Napoleons, sovereigns, and 10-guilder pieces, are liable to be depreciated by steam-boat clerks and waiters, who presume upon the traveller's ignorance.

Travellers should be provided with the legal coin of the country they travel in, and not take more than is necessary to defray their expenses whilst in it, as almost every state has a distinct coinage. This course prevents all danger of loss. In all their transactions with Hotel Proprietors, Coach Officials, &c., they should have a *distinct* arrangement, in presence of witnesses, *before* availing themselves of any accommodation or services. At hotels and inns through the journey, the Bill of Fare should be called for, and *seen*, and the prices *accurately* ascertained. This course, if followed, will prevent much after unpleasantness, and preserve the traveller against imposition.

Miscellaneous.—A small pocket compass will be found useful, especially to pedestrians.

Thermometer.—Reaumur's thermometer is generally used on the Continent. To convert degrees of Reaumur into Fahrenheit, above freezing-point, multiply by 2¼ and add 32; below, multiply by 2¼ and subtract from 32; thus—

17 R × 2¼ = 38¼; add 32 = 70¼ F. of heat.
8 R × 2¼ = 18; sub. 18 from 32 = 14 F. of cold,

and to convert degrees of Celsius or Centigrade into those of Fahrenheit, multiply by 1 and four-fifths, and add 32 if above freezing-point, and subtract if below freezing-point.

The table annexed will enable the traveller to see at a glance the difference between the degrees of Reaumur and Celsius with those of Fahrenheit.

Reaumur.	Centigrade.	Fahrenheit.
BOILING-POINTS.		
80	100	212
76	95	203
72	90	194
68	85	185
64	80	176
60	75	167
56	70	158
52	65	149
48	60	140
44	55	131
40	50	122
36	45	113
32	40	104
28	35	95
24	30	86
20	25	77
16	20	68
12	15	59
8	10	50
4	5	41
0	0	32
FREEZING-POINTS.		
·4	·5	23
·8	·10	14
·12	·15	·5
·16	·20	·4
·20	·25	·13
·24	·30	·22
·28	·35	·31
·32	·40	·40
·36	·45	·49

Practical Information for Travellers in France.

Travellers landing at Calais, and intending to proceed immediately to Paris, may avoid an inspection of their baggage till they reach Paris, by making a declaration to that effect at the Custom-house. Travellers proceeding THROUGH FRANCE to Belgium direct, will avoid examination by the French Custom-house authorities by making a similar declaration as to their destination.

The Traveller upon his arrival at Boulogne, Calais, or other French port, is not allowed to take any luggage on shore with him save a small parcel; but if he arrives at night, he is allowed his carpet bag.—His baggage is removed to the Custom-house for the purpose of being examined, after which he may clear it himself if he thinks fit, but it is usual to employ a commissioner, who is entitled to receive for his trouble only that which he had previously agreed for.—No traveller can be charged any thing for his luggage beyond the following sums, which include the expenses of landing, warehousing, and conveying to any part of the town.

Packages under 10lb. weight.		0	Francs	7 sous.
do.	from 10lb. to ½ cwt.	0	„	14 „
do.	from ½ cwt. to 2 cwt.	1	„	0 „
do.	from above 2 cwt ..	1	„	10 „

Nothing is due for objects of little weight, such as walking-sticks, umbrellas, hat boxes, cases, or small baskets, when they form a portion of other luggage belonging to the same person or the same family

Every object and package taken from the warehouse without being carried home, pays 35 c. (7 sous.)

NOTICE —All articles not being WORN, such as wearing apparel, must be declared at the Custom-house. Travellers not conforming to this regulation, would incur not only the confiscation of the articles not declared, but also the payment of a fine.

IN TAKING FURNISHED APARTMENTS, the stranger should have a written agreement, with an inventory, signed by both parties, containing a precise account of the furniture, even to a plate. He must also have a stipulation therein that the landlord pays the furniture tax, which is levied in October and April, otherwise the party will have to pay, notwithstanding the furniture is the property of the landlord.

RENTING HOUSES.—All rent is paid in advance quarterly, but if a house is rented for a term, the tenant cannot remove his goods therefrom until he has paid the entire rent to the landlord, of the whole term.

A TENANT must answer for the effect of fire in his rooms, unless he can show that the fire was occasioned by accident.

SERVANTS in France are engaged by the month: masters possess the right of discharging their servants when they think proper, according to a regulation established by the JUGE-DE-PAIX, and servants can leave their places when they like; but in this case they are only paid by the day.

SUMMER VISITERS are not subject to the payment of taxes; personal and furniture taxes are levied only on foreigners who are residents at the time the annual lists are revised in October and April.

CARRIAGES are hired at the rate of two francs per hour, and, if the journey is ever so short, the charge of two francs is expected unless an agreement to the contrary is made beforehand.

DOGS.—The owners have to pay a tax of 12 francs each per annum.

ENGLISH POSTAGE STAMPS count for nothing in the French Post-Office.

PERMITS FOR DEPART.—At Boulogne and Calais, Permits can be had one hour before the departure of each steamer, or from 1 to 3 p.m., preceding the night of departure of the packet, when it starts between ten at night and five in the morning. If the passenger with his permit goes on board from ten to eleven o'clock, or one hour before the vessel leaves, he will not be allowed to come on shore again without permission of the police.

PASSENGERS PROCEEDING TO ENGLAND will be allowed to bring with them any quantity of spirits less than a pint, and half a pint of Eau de Cologne, free of duty. Travellers, however, should bear in mind, that if articles liable to duty are contained among their luggage, they must make declaration of such at the French or English Custom-house; which will avoid forfeiture or other subsequent unpleasantness. Letters for posting found among passengers' baggage at the French or English Custom-houses, subject the sender and bearer to penal consequences at the instance of the authorities of both countries.

POSTE RESTANTE.

Important.—Letters for the Continent should be addressed very legibly, particularly the *Christian* and *Surname* which should be UNDERLINED, omitting "Esquire" or other title. As the Officers of Foreign Post Offices experience great difficulty on reading English writing, and especially from the pronunciation of English names, persons applying for letters should present their cards or their names written plainly. Example.—

A. MONS.,	Postage Stamp.
MONS. JAMES *THOMPSON*,	
SIR WILLIAM *BROWN*,	
POSTE RESTANTE,	
France PARIS.	

POST-OFFICE REGULATIONS BETWEEN ENGLAND AND THE CONTINENT.

Foreign and Ship Letter Mails made up in London.—Letters for the Foreign Mails are received at St. Martin's-le-Grand and Lombard-street, up to SIX o'clock; from SIX till SEVEN, on payment of ONE PENNY extra; and from SEVEN till HALF-PAST SEVEN, on payment of SIXPENCE extra but not at all after that time.

Under the new arrangement many kinds of books and other printed matter, which have hitherto been liable to the letter rate of postage, will be forwarded at a greatly reduced charge; and as the charges on newspapers and other periodical literature levied on delivery in France have, in most instances, been much greater than that now to be paid in advance, a considerable reduction of postage will be made in their case also.

The charge for a Packet of Printed Papers other than British Newspapers, duly registered at the General Post Office for transmission abroad; not exceeding 4 ounces, 3d.; above 4 ounces, and not exceeding ½ lb., 6d.; above ½ lb., and not exceeding 1 lb. 1s.; above 1 lb., and not exceeding 1½ lb. 1s. 6d.; above 1½ lb.; and not exceeding 2 lbs. 2s.; and so on, adding twopence or sixpence, as the case may be, for each additional half-pound.

No bound books can be forwarded to or from France except at letter postage rate, and this remark is equally applicable to autograph MSS., and also to printed books which have appended to them any corrections for fresh editions. Travellers are advised to send such per railway, taking care that the packet weighs above 2lbs., else he will be liable to a fine of 500fr. A statement of its contents must be delivered at the Railway office with the packet.

The same rates of postage must be paid in advance upon newspapers and other printed papers addressed to any of the following countries and places, the correspondence for which is forwarded, as a rule, through France; viz., Baden, Bavaria, Greece, Lucca, Majorca, Minorca, Modena, the Papal States, Parma, Piacentia, Sardinia, Two Sicilies, Spain, Switzerland, Syria, Tripoli, Tunis, Tuscany, Venetian Lombardy, and Wurtemberg, or addressed to any other foreign country, *and specially directed to be forwarded "via France."*

On this class of printed papers the rate paid in this country will cover the whole charge, either to the extreme frontier of France, or to the port of disembarkation, if they are conveyed from France by one of the French Mediterranean Packets.

POSTAL TABLE BETWEEN ENGLAND AND THE CONTINENT.

* Prepayment compulsory.
† No letter above 50 grammes (a little more than 1¾ oz.) allowed to be sent through Prussia.
‡ Insufficiently prepaid newspapers from France are chargeable with letter rate.

DESTINATION.	RATE OF POSTAGE. LETTERS. Not ex. ½ oz.		Not ex. 1 oz.		Reg. News under 4 oz.		Approximate Time of Transit.	When made up in London.	Mails, When due.
	s.	d.	s.	d.	s.	d.			
Austria { Except Venetian Lombardy, which see..... } *Via* Belgium	0	6	0	6	*0	1	3 days.	Even. daily, Sunday ex.	Daily.
Via France.....	0	8	1	4	*0	1	3 days.	Morn & even Sunday ex.	,,
Baden and Bavaria ..... { *Via* France.....	0	6	1	0	*0	1	2 days.	Morn. & even. Sun. ex.	,,
Via Belgium	0	8	0	8	*0	1	3 days.	Even. daily Sun. ex.	,,
Belgium (if prepaid)	0	4	0	4	*0	1	1 day.	Even. daily Sun. ex.	,,
,, ... *Via* France.....	0	6	0	6	*0	1	1 day.	Morn. & Even. Sun. ex.	Twice daily.
Bremen and **Holland** if prepaid, otherwise, *via Belgium* 8d..... { *Via* Belgium	0	6	0	6	*0	1	3 days.	Even. daily Sun. ex.	Daily.
Via France.....	0	6	1	0	*0	1	3 days.	Morn. & Even. Sun. ex.	,,
Brunswick { if prepaid, otherwise *via Belgium*, 8d. { *Via* Belgium	0	6	0	6	*0	1	2 days.	Even. daily Sunday ex.	,,
Via France.....	0	8	1	4	*0	1	2 days.	Morn. & Even. Sun. ex.	,,
Coburg (Saxe) ..... { *Via* Belgium.....	0	8	0	8	*0	1	3 days	Even. daily Sun. ex.	,,
Via France.....	0	6	1	0	*0	1	3 days.	Morn. & Even. Sun. ex.	,,
Denmark ..... { *Via* Belgium.....	0	11	0	11	*0	1	3 days.	Even daily Sun. ex.	,,
Via France.....	0	9	1	6	*0	1	3 days.	Morn. & Even. Sun. ex.	,,
France and **Algeria** if prepaid, (otherwise doubled)	0	4	0	8	*0‡	1	1 day.	Morn. & Even. Sun. ex.	Twice daily.
Frankfort ..... { *Via* Belgium	0	8	0	8	*0	1	2 days.	Even. daily Sun. ex.	Daily.
Via France.....	0	6	1	0	*0	1	2 days.	Morn. & Even. Sun. ex.	,,
Greece, by French Packet	0	11	1	10	*0	1	...	Th. & every alt'rnate Fri.	Weekly.
,, ... { *Via* Belgium and Trieste	1	3	1	3	...		...	Even. daily Sun. ex.	Daily.
Via France and Trieste...	0	11	1	10	*0	1	...	Morn. & Even. Sun. ex.	,,
Hanover .... { *Via* Belgium	0	8	0	8	*0	1	2 days	Even. daily Sun. ex.	,,
Via France.....	0	8	1	4	*0	1	3 days.	Morn. & Even. Sun. ex.	,,
Hesse ..... { *Via* Belgium	0	8	0	8	*0	1	3 days.	Even. daily Sunday ex.	,,
Via France.....	0	6	1	0	*0	1	3 days.	Morn. & Even. Sun. ex.	,,
Ionian Islands..... { *Via* Marseilles ...	0	9	1	0	*0	3	...	Even. 10 & 26 each mo.	12 & 26 ea. mo.
Via Southampt'n	0	6	0	6	*0	1	...	Morn. 4 & 20 each mo.	2 & 18 ea. mo.
Lubeck { if prepaid otherwise, *via Belgium*, 8d. ... { *Via* Belgium	0	6	0	6	*0	1	3 days.	Even. daily Sun ex.	Daily.
Via France.....	0	6	1	0	*0	1	3 days.	Morn. & Even. Sun. ex.	,,
Lucca .... *Via* France and Sardinia	0	7	1	2	*0	4	4 days.	Morn. & Even. Sun. ex.	,,
Luxemburg (Duchy of)..... { *Via* France.....	0	6	1	0	*0	1	2 days.	Morn. & Even. Sun. ex.	,,
Via Belgium	*0	6	*0	6	*0	1	2 days.	Even. daily Sun. ex.	,,
Malta .... { *Via* Marseilles ...	*0	6	1	0	*0	3	...	Evn. 2,9,16,17,25 ea. mo.	2, 4, 15, 18, & 29
,, ... *Via* Southampt'n	*0	6	0	6	*0	1	...	Morn. 4, 12, 20 each mo.	4, 7, & 21 ea. mo.
,, By French Packet..... *Via* Marseilles ...	*0	6	1	0	*0	1	...	Evening every Friday	Weekly.
Norway..... { *Via* Belgium	1	4	1	4	*0	1	...	Even. daily Sun. ex.	Daily.
Via France.....	1	2	2	4	*0	1	...	Morn. & Even. Sun. ex.	
Oldenburg { if prepaid, otherwise *via Belgium*, 8d. { *Via* Belgium	0	6	0	6	*0	1	4 days.	Even. daily Sun. ex.	
Via France.....	0	8	1	4	*0	1	4 days	Morn. & Even. Sun. ex.	,,
Papal States ..... { *Via* France.....	0	11	1	10	*0	1	5 days.	Morn. & Even. Sun. ex.	,,
,, and **Naples**, by French Pkt. *Via* Marseilles ...	0	11	1	10	*0	1	...	Even. on Tues. & Sat.	Twice a Week.
Poland ..... { *Via* Belgium	1	0	1	0	*0	1	6 days.	Even. daily Sun. ex.	Daily.
Via France.....	1	2	2	4	*0	1	6 days.	Morn. & Even. Sun. ex.	,,
Portugal	*0	4	*0	8	*0	1	6 days	Morn. 7, 17, 27 each mo.	1,11, & 21 ea. mo.
,, ... *Via* France.....	*0	6	*1	0	*0	1	6 days.	Morn. & Even. Sun. ex.	Daily.
Prussia,† (if prepaid otherwise 8d.) { *Via* Belgium	0	6	0	6	*0	1	4 days.	Even. daily Sun. ex.	,,
,, Rhenish Prussia ..... *Via* France.....	0	6	1	0	*0	1	4 days.	Morn. & Even. Sun. ex.	,,
,, Other parts..... *Via* France.....	0	8	1	4	*0	1	5 days.		
Russia ..... { *Via* Belgium	1	0	1	0	*0	1	13 dys	Even. daily Sun. ex	Daily.
Via France.....	1	2	2	4	*0	1	13 dys.	Morn. & Even. Sun. ex.	,,
Sardinia { (If prepaid, otherwise, a fine of 6d. on delivery.) { *Via* France.....	0	6	1	0	*0	1	3 days.	Morn. & Even. Sun. ex.	,,
Via Belgium	1	0	1	0	*0	3	3 days.	Even. daily Sun. ex.	,,
Saxony { if prepaid, otherwise, *via Belgium* 8d. ... { *Via* Belgium	0	6	0	6	*0	1	3 days.	Even. daily Sun. ex.	,,
Via France.....	0	8	1	4	*0	1	3 days.	Morn. & Even. Sun. ex.	,,
Sicilies (Two).....*Via* France and Sardinia	0	11	1	10	*0	1	...	Morn. & Even. Sun. ex.	,,
,, ,, ... *Via* Belgium	*0	8	*0	8	*0	3	...	Even. daily Sun. ex.	,,
Spain if prepaid, otherwise double { *Via* France.....	0	6	1	0	*0	2	6 days.	Morn. & Even. Sun. ex.	,,
Via Southampt'n	0	8	1	0	*0	2	7 days.	Morn. 7, 17, 27 each mo.	6 16, 26 ea. mo.
Sweden..... { *Via* Belgium	1	2	1	2	*0	1	...	Even. daily Sun. ex.	Daily.
Via France.....	1	2	2	4	*0	1	...	Morn. & Even. Sun. ex.	,,
Switzerland ..... { *Via* France.....	0	6	1	0	*0	1	3 days.	Morn. & Even. Sun. ex.	,,
Via Belgium	0	11	0	11	*0	1	3 days.	Even. daily Sun. ex.	,,
Turkey ..... { *Via* Belgium	*0	8	0	8	*0	2	...	Even. daily Sun. ex.	,,
Via France.....	1	3	2	6	*0	1	...	Morn. & Even. San. ex.	,,
Tuscany ..... { *Via* France and Sardinia	0	7	1	2	*0	4	5 days.	Morn. & Even. Sun. ex.	,,
Via Belgium	0	11	0	11	*0	3	5 days.	Even. daily Sun. ex.	,,
Venetian Lombardy..... { *Via* France and Sardinia.	0	8	1	4	*0	4	4 days.	Morn. & Even. Sun. ex.	,,
Via Belgium	0	10	0	10	*0	1	4 days.	Even. daily Sun. ex.	,,
Wurtemburg { if prepaid, otherwise, *via Belgium*, 8d. { *Via* France ...	0	6	1	0	*0	1	3 days.	Morn. & Even. Sun. ex.	,,
Via Belgium...	0	6	0	6	*0	1	3 days.	Even. daily Sun. ex.	,,

Upon Newspapers addressed to the Ionian Islands, *specially directed to be sent via France*, and upon Newspapers for Malta, *specially directed to be sent "by French Packet via Marseilles,"* the same rates of postage must also be paid in advance; but printed papers other than newspapers, addressed to the Ionian Islands and Malta, will not be sent at a reduced rate of postage by way of France. They may, however be forwarded via Southampton under the Colonial Book Post Regulations.

The following is a list of the places in Turkey, Syria, and Egypt, at which France maintains Post Offices; viz., Alexandria, Jaffa, Beyrout, Tripoli in Syria, Latakia, Alexandretta, Mersina, Rhodes, Smyrna, Mytelene, Dardanelles, Gallipoli, and Constantinople.

All newspapers to be forwarded at the lower of the two rates mentioned above, must be posted within fifteen days from the date of publication; but newspapers of an older date may be forwarded at the rate set down for ordinary printed papers. If any printed paper, not a newspaper, be enclosed in the same packet with one or more newspapers, the whole will be chargeable at the higher of the two rates of postage.

Under the term "Printed Papers" are included periodical works other than registered newspapers, stitched or bound books, pamphlets, sheets of music, catalogues, prospectuses, announcements, and notices of every kind, whether printed, engraved, or lithographed.

The following regulations must be strictly observed:

1. Every packet must be sent without a cover, or in a cover open at the ends or sides.
2. There must be no enclosure, except newspapers or other printed papers.
3. There must be no other writing or marks upon the newspapers or printed papers than the name and address of the person to whom they are sent, nor anything upon the cover but such name and address, the printed title of the papers, and the printed name and address of the publisher or vendor who sends them.

If any of the above regulations be disregarded, or if the whole postage be not paid in advance, the packets will either be detained, or forwarded charged as unpaid letters.

Newspapers addressed to the Mediterranean or the East Indies, and intended to be sent in the closed mails by way of Marseilles will continue liable to the existing regulations, including the present rates of postage.

INFORMATION RESPECTING PASSPORTS.

Travellers or Visiters to any part of Europe who desire to avoid delay, trouble, or unnecessary expense, can obtain their Passports through the agency of our London Publisher, Mr. W. J. ADAMS, 59, FLEET-STREET, E.C., who will see that every thing necessary is done in procuring the proper *visa* for a journey to or through any Country on the Continent; in which case it will be necessary to forward him the Letter of Application, or apprize him by letter or otherwise, that such Letter of recommendation, or Certificate of Identity has been duly forwarded to the Foreign Office—he will then take immediate steps to procure the Passport and the necessary *visas*, &c. *By this arrangement parties resident in the country are saved the trouble of coming to London, as it can be forwarded to them by post (en regle.)*

Fee for obtaining Passport 1s, 6d.; ditto for each *visa*, 1s. 0d. Passport cases from 1s. 6d. to 6s. 0d. Name lettered in gold 1s. Travellers' writing cases, portfolios, Couriers' bags, Continental post paper Envelopes, and every description of stationery useful to travellers.—**Office Hours—8.0 a.m. to 7.0 p.m.**

(If a Banker's recommendation, it must be under the Seal of the Banker or Banking Establishment by whom it is issued,—if a Certificate of Identity from a Mayor, Magistrate, Justice of the Peace, Minister of Religion, Physician, Surgeon, Solicitor, or Notary,—such Certificate must bear the Signature of the Person on whose behalf the Certificate is granted.)

Foreign Office Passports are granted upon the application or recommendation of any *Banker or Banking Establishment*, in any *part* of the *United Kingdom*, which application must be enclosed under Cover and Seal of the Establishment, and directed to Her Majesty's Secretary of State for Foreign Affairs, in form as follows:—

MY LORD, (Place and Date.)

We request that your Lordship will authorize the grant of a Passport for travelling on the Continent, Spain, (or elsewhere), to A. B., a British subject, (or C. D., a Naturalized British Subject), residing at , accompanied by (as the case may be).

We have the honour to be,

My Lord,

Your most obedient Servants,

* *

Her Majesty's Secretary of State for Foreign Affairs.

NOTE.—*When the various members of a family travel together, they may be included in one passport; the degree of relationship should be stated: for example—Mr.——, (the christian as well as surname must be given in full,) travelling on the Continent, accompanied by his wife, and——sons, and——daughters, with——woman servant (if any), all British subjects. If attended by a man servant, his name in full must be stated, and he must be a British subject; if a foreigner, he must obtain a passport from his own government. Friends travelling in company, although not related, may also be included in one passport; but in this case, each of their names and addresses should be given in the application.*

And in order that every possible facility may in future be afforded to all persons who require a Passport, and in cases where an application for the same through a Banker may be inconvenient, or inaccessible, we beg to direct particular attention to the following Notice issued from the Foreign Office, April 21, 1858.

Notice is hereby given that in order to facilitate still further the obtaining of Passports by British subjects desiring to proceed to the Continent, Passports will henceforth be issued to any British subject who shall produce or send to the Passport Department of the Foreign-office, or to any one of the undermentioned agents at the outports, a certificate of his identity, signed by any Mayor, Magistrate, Justice of the Peace, Minister of Religion, Physician, Surgeon, Solicitor, or Notary, resident in the United Kingdom. Every such certificate must bear the signature of the person on whose behalf it is granted; and when it is forwarded to the Foreign-office by post it must,—if it be required that the Passport should be sent by return of post to the person who granted the certificate, in order that he may deliver it to the applicant for the Passport,—be accompanied by a post-office order for the amount of the fee; or if forwarded by post to an agent at an outport, the postage must be prepaid. But an agent at an outport will only deliver Passports to persons applying for them there in pursuance of such certificate, and will not send them by post to any persons whatever. The application for the Passport if addressed to "Her Majesty's Secretary of State, Foreign-office, London," should have the word "Passport" conspicuously written upon the cover. The names of the agents who have been appointed to issue Foreign-office passports at the undermentioned ports, are:—

Birmingham, George A. Everett Esq.; Dover, Samuel Metcalfe Latham, Esq.; Devonport, Thomas H. Hawker, Esq.; Folkestone, Francis M. Faulkner. Esq.; Hull, John England, Esq.; Liverpool, Nathan Litherland, Esq.; Lowestoft, B. M. Bradbeer, Esq.; Manchester, ———; Newcastle-on-Tyne, Edward Glyn, Esq; Newhaven, H. G. Turner, Esq.; Southampton, W. G. Le Feuvre, Esq.; Weymouth, Richard Hare, Esq.; Dublin, L. H. Deering, Esq.

It will save time by addressing Certificates of Identity &c., to the CHIEF CLERK, Foreign Office, London, (*instead of Her Majesty's Secretary of State*), with the word PASSPORT conspicuously written upon the cover.

CERTIFICATES of IDENTITY should be worded in the following form, and must be signed and sealed by the person giving it, *and also by the person* in whose favour it is granted—

(Date of place, and day of the month.)

The Undersigned,—Mayor of
Magistrate for
Justice of the Peace or
Minister
Physician
Surgeon
Solicitor
Notary
Residing at

hereby certifies that *A. B. (Christian and surname to be written at length)*, whose signature is written at foot, is a British subject, (or a naturalized British subject,) and requires a Passport to enable him to proceed to to travel on the Continent *accompanied (as the case may be, by his wife and children, with their tutor, named C. D. (Christian and surname to be written at length), a British subject a naturalized British subject, and governess, and maidservant [or servants], and manservant [or servants], named E. F., a British subject [or subjects], and a courier, named G. H., a naturalized British subject.*

Signed———————
(with the usual signature.)
(Seal,)
Signature of the above named———————

If the applicant for a Passport be a Naturalized British Subject, his certificate of Naturalization, with his signature subscribed to the Oath printed on the third page of it, must be forwarded to the Foreign-office with the certificate of identity granted on his behalf; and his certificate of naturalization will be returned with the Passport to the person who may have granted the certificate of identity, in order that he may cause such naturalized British subject, not being a servant included in his employer's passport, to sign the passport in his presence. But the agents at the outports are not authorized to grant passports to naturalized British subjects, nor to citizens of the Ionian States.

The sum charged by the Foreign-office on the issue of a Passport, whatever number of persons may be named in it, is Two SHILLINGS, (which includes 6d. Stamp duty.)

Any person whose Certificate of Identity has been received from the country, may obtain their Passport by calling for it at the Foreign-office on the day following the receipt of the application, *either in Person or by Deputy*, in the latter case exhibiting a signed authority from his Principal, in order that the signature may be compared with the signature in the Certificate, but in this case the words "Passport will be applied for at the Foreign-office," must be added to the Certificate of Identity.

The Form of Application to be used by Banking Establishments will be as heretofore, and is given in a preceding page.

The General Regulations for Passports as now amended are as follows:—

"1. Applications for Foreign-office passports must be made in writing, and enclosed in a cover addressed to 'Her Majesty's Secretary of State, Foreign-office, London,' or to an agent at one of the specified outports, with the word 'Passport' conspicuously written on the cover.

"2. The charge on the issue of a passport, whatever number of persons may be named in it, is 2s., which sum includes 6d. stamp-duty.

"3. Foreign-office passports are granted only to British-born subjects, or to citizens of the Ionian States, or to such foreigners as have become naturalized either by Act of Parliament or by a certificate of naturalization granted by the Secretary of State for the Home Department. When the party is a 'naturalized British subject,' he will be so designated in his passport; and if his certificate of naturalization be dated subsequently to the 24th of August, 1850, his passport will be marked as good for one year only; but this regulation will not preclude any person whom it affects from obtaining, at any future period, on his producing his old passport, a fresh passport for a further limited period of one year, without being required to pay a fresh charge.

"4. Passports are issued at the Foreign-office, between the hours of 11 and 4 on the day following that on which the application for the passport has been received at the Foreign-office; but the Passport will be issued at the outports immediately on application, accompanied by the production of a Certificate of Identity, within such hours as may be fixed with regard to the convenience of persons desirous of embarking for the Continent.

"5. Passports are granted to all persons either known to the Secretary of State, or recommended to him by some person who is known to him; or upon the application of any *banking firm* established in London or in any other part of the United Kingdom, or upon the production of a Certificate of Identity, signed by any Mayor, Magistrate, Justice of the Peace, Minister of Religion, Physician, Surgeon, Solicitor, or Notary, resident in the United Kingdom.

"6. Passports cannot be sent by the Foreign-office, or by an agent at an outport, to a person already abroad; such person should apply for one to the nearest British Mission or Consulate.

"7. Foreign-office passports must be countersigned at the Mission in London, or at some Consulate in the United Kingdom of the Government of the country which the bearer of the passport intends to visit.*

"8. A Foreign-office passport granted to a British-born subject or to a citizen of the Ionian States, or to a 'naturalized British subject' whose certificate of naturalization is dated previously to August 24, 1850, is not limited in point of time, but is available for any time, or for any number of journeys to the to the Continent, *if countersigned afresh* by the Ministers or Consuls of the countries which the bearer intends to visit; but a passport granted to a 'naturalized British subject,' whose certificate is dated subsequently to the 24th of August, 1850, is only available for the period for which the passport was originally granted.

Memoranda to be attended to by Bankers and others sending Letters of Application to the Foreign Office for Passports.

"1.—The application for a Foreign-Office Passport should, for the sake of official convenience, be made on a half-sheet of paper, and be folded in three parts; and it should be either delivered at the Foreign Office, or 'posted' in a stamped cover sufficiently early to insure its being delivered before six o'clock in the afternoon.

"2.—The cover inclosing the application *must be sealed with the seal of the Banking Firm*, and addressed to Her Majesty's Secretary of State, with the word 'Passport' conspicuously written upon it.

"3.—Separate applications are necessary when separate Passports are required; but any number of applications may be inclosed in the same cover.

"4.—The name of any particular country or place to which the traveller is proceeding, with the view of residing *permanently* or *for any length of time therein*, should be specifically mentioned in the application; but when a Passport for *travelling on the Continent* generally is required, then that object should be so stated.

"5.—The application must state the name or names to be inserted in the Passport: in the case, however, of a gentleman travelling with his wife and family, it is only necessary to give the *name or title* of the wife when it differs from the *name or title* of the husband, the number of sons and daughters, respectively, and the number of the women-servants; but the name of each man-servant (who must be a British subject) must be given in full, in order that it may be inserted in the Passport.

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* It is requisite that the bearer of every passport granted by the Foreign Office should sign his passport before he sends it to be visé at any Foreign Mission or Consulate in England; without such signature either the visa may be refused, or the validity of the passport questioned abroad. And travellers who may have any intention of visiting the Austrian States at any time in the course of their travels on the continent are particularly and earnestly advised not to quit England without having their passports visé at the Austrian Mission in London; but there is no necessity for the visa of either the Prussian or Sardinian authorities in the United Kingdom to a Foreign Office passport.

"6.—Servants and others deputed to call at the Foreign Office for Passports previously applied for should attend at the Office as soon after Eleven o'clock as possible; and all such attendants must present to the Passport Clerk a memorandum, stating the name of the person for whom the Passport is required, and the name of the parties who applied for it: but when the person requiring a Passport is a *naturalized* British subject, such person must himself attend at the Office with his Certificate of Naturalization, and must there sign his Passport in the presence of the Clerk.

"7.—Bankers are requested to refrain from sending with their applications any letters which they may have received from their correspondents soliciting their intervention to procure Passports; and they are further requested to assist in making it generally known, that it is particularly desired that every person should abstain from forwarding with his Bankers' application any explanatory letter or paper from himself: the application itself must specify every particular required to be inserted in the Passport.

"8.—Parties recommending persons for Foreign-Office Passports will be considered as having thereby undertaken to vouch for their general character, entitling them to the protection of the British Government; and, accordingly, if well-founded suspicion shall ever arise that any party has, through laxity of practice or principal, been the means of obtaining a Passport for an objectionable individual no application from such party will subsequently be attended to at the Foreign Office.

"*Foreign Office.*"

[We earnestly recommend that these instructions be carefully attended to, as the best means of preventing delay or disappointment in obtaining the Passports.]

LIST OF THE PRINCIPAL FOREIGN PASSPORT OFFICES IN LONDON WHERE FOREIGN OFFICE PASSPORTS ARE TO BE VISED.

Austrian Legation.—Chandos House, Cavendish-sq. (W.)
Bavarian Legation.—3, Hill street, Berkley-square. (W.)
Belgian Consulate.—53, Gracechurch street, (E. C.)
French Consulate.—36, King William street, City, (E.C.)
Netherlands Consulate.—20½, Great St. Helens, (E.C.)
Portuguese Consulate.—5, Jeffreys-square, (E.C.)
Russian Consulate.—32, Great Winchester street, (E.C.)
Sicilian Consulate.—15, Cambridge st., Edgeware-rd. (W.)
Spanish Legation.—17, Hereford street, Park-lane, (W.)
Turkish Embassy.—1, Bryanston-square, (W.)

AMERICA—The Hon. George Mifflin Dallas, 24, Portland Place. Passports and Visas are granted to American citizens from 11 to 3. For the information of Americans travelling on the Continent, we subjoin a list of those places where a Consul of the United States is resident:—In AUSTRIA—at Vienna, Trieste, and Venice; BADEN—at Mannheim; BAVARIA—at Augsburg and Nurnberg—BELGIUM—at Antwerp; DENMARK—at Copenhagen and Elsinore; FRANCE—at Paris, Havre, Bordeaux, Marseilles, Sedan, Lyons, Nantes, La Rochelle, Bayonne, Napoleon, and Vendée; GREECE—at Athens; HANSEATIC CITIES—at Hamburg, Bremen, and Frankfort; HANOVER, HESSE CASSEL, and HESSE DARMSTADT—at Darmstadt; MODENA—at Carrara; THE NETHERLANDS—at Amsterdam and Rotterdam; PORTUGAL—at Lisbon; PRUSSIA (Westphalia)—at Aix-la-Chapelle, and Stettin; PONTIFICAL STATES—at Rome, Ancona, and Ravenna; RUSSIA—at St. Petersburg, Riga, Archangel, Odessa, and Helsingfors; SARDINIA—Genoa and Nice; SAXE-MLIN—at Sonneberg; SAXONY—Leipsic,; SPAIN—at Bilbon, Cadiz, Denia, Malaga, Barcelona, Vigo, and Port Mahon; SWEDEN AND NORWAY—at Stockholm, Gothenburg, and Bergen; SWITZERLAND—at Basle and Zurich; TURKEY—at Constantinople, Smyrna, and Candia; TUSCANY—at Leghorn and Florence: TWO SICILIES—at Naples, Palermo, and Messina; WUATEMBURG—at Stuttgardt.—The above will be found useful in many respects to British as well as American travellers; as in many towns will be found an agent accredited from the United States, where a British Consul is non-resident—in which case English and Americans will meet with equal courtesy and attention.

AUSTRIA.—British subjects travelling in the Austrian dominions must be provided with a Foreign Office Passport, and which *must also* have the *visa*, or countersignature, of the Minister of the Legation for Austria in London. [*We earnestly direct particular attention to this matter.*] Office of Legation, Chandos House, Chandos Street, Cavendish Square. Hours, from 12 to 2 o'clock daily. The *visa* is granted without charge, and the messenger in attendance at the Legation is instructed to answer all questions, and to give every necessary information respecting passports. The words "British subject," (or Subjects,) must be written in the body of the passport, or the *visa* will be refused. American travellers who intend visiting Austria, should take care to have their Passports *visé* by an Austrian and American Ambassador or Consul, at Berlin or Frankfort, or in some other town where an American representative dwells.

BADEN—At the Consul's Office, 1, Riches-court, Lime-street, City. Fee for *visa*, 2s. 6d.

BAVARIA.—Passports are now *visé* by the Minister, at his residence, No. 3, Hill-street, Berkeley-square, gratis, but they must be duly signed *before the Ambassador* will attach his visa.—In his absence, they must be taken to the Consul General, Mr. Adolphus Brandt, No. 3, St. Helen's Place, Bishopsgate street, E.C., whose fee is 2s. 6d.: *Office Hours from* 12 to 4.

BELGIUM.—British subjects entering Belgium must be provided with a Foreign Office Passport, THEY ARE NOW UNNECESSARY. Office of the Consul, No 53, Gracechurch-street, City E. C. Office, of the Vice-Consul Mr. J. G. Wich, 11, Bury Court, St. Mary Axe, Leadenhall-street, E. C. *Office Hours*. from 12 to 4.

BRAZIL.—Legation, 9, Cavendish Square, between 11 and 2.—Gratis.

DENMARK.—Ambassador's residence, Pall Mall. Foreign Office Passport *visèd* between the hours of 12 and 2 gratis,—and at the Consul's Office, No. 6, Warnford Court Throgmorton Street, daily, between 10 and 4. Consul's fee 5s.

FRANCE.—Consulate-General, 36, King William-street, London Bridge. British subjects travelling in FRANCE must be provided with a FOREIGN OFFICE PASSPORT, which must be duly visé by the Consulate-General of France at his office as above. See New Regulations, from page xxix. to xxxi Fee 4s. 3d. Office Hours, 11 to 4. Ambassador, the Duke of Malakoff, K.C.B., Albert Gate, Knightsbridge.

NOTICE.—In accordance with instructions issued by the French Government, the Consul-General of France cannot attach his visa to a Foreign-office passport until it is *duly signed* by the person in whose favour the passport is granted. When more than one person is mentioned in the same passport, the signature of the *first named* or *bearer* only is required.

GREECE.—At the Consul's, 17, Gracechurch-street; between 12 and 3.—Fee 2s. 6d.

HAMBURGH and HANSEATIC REPUBLICS (LUBECK, BREMEN, HAMBURG).—Consulate General, &c., No. 13, Austin Friars. Office hours, from 11 till 3.—Passports granted to none but Hanseats. Fee, 5s. No visa required to British Passports.

HANOVER.—Secretary to Embassy, 4, Hobart-place, Eaton-square, between 10 and 3. Also, the Ambassador's (Count Kilmansegg's), 44, Grosvenor-place. No charge is made for attaching the visa of Hanover to a Foreign Office passport—it is, however, quite unnecessary.

HOLLAND.—Ambassador's residence, 20, Lowndes Square, Knightsbridge, where Passports are *visé* by leaving them one day and calling for them the next. No fee. Consul's office, 20½ Gt. St. Helens Bishopsgate St. Fee for *visa*, 5s. The strictness respecting Passports is now as great in Holland as in other states — no one should travel through the Dutch states without one. An examination of Passports and Luggage takes place at Emmerich, on board the Steamer, ascending and descending the Rhine.

ITALY.—Travellers should pay very particular attention to the manner in which Italian Passports are managed. Every foreigner, before being permitted to enter the Papal States, is required to have his passport *visé* by the Papal Consul, or Nuncio resident in the capital last visited by him; and, if taking the French route, much convenience will be the consequence if he procure the *visa* of the Nuncio at Paris, on setting out. If this be impossible, the Papal Consular *visa* at some important town, will suffice. The Austrian *visa* is available in Italy for the Venetian States. The Tuscan and Neapolitan should be obtained in London. At each town the passport is examined and countersigned, for which a fee of two pauls has to be paid; and, in garrison towns, the same formality is observed on leaving. In sea port towns, the *visa* of the British Consul is necessary. The traveller, before quitting Rome on his return, should obtain to his passport the *visas* of the representatives of the various dominions through which he purposes to travel. If travelling from Milan through Geneva, into France, the signatures to his passport of the British, Sardinian, and French Consuls at Milan, will be necessary. The Sardinian *visa* is not now required for the Foreign-Office Passport only to enter or leave the Piedmontese States; by this late measure the English traveller is free of the heavy tax of eight francs charged for entering and leaving the State.

LASCIA PASSARE.—Persons journeying in their own private conveyances to Rome should provide themselves above to be forwarded to the frontier, and also to be left at the Porta del Popolo, as they will then avoid the formalities of the Custom House. This they can do by writing to their bankers or correspondents. Travellers by public or post-carriages, cannot be permitted this privilege.

MEXICO.—Consul. James L. Hart, Esq., 7, Broad Street Buildings, City, E. C.

NAPLES & SICILY.—Until the arrival of the Ambassador, Passports will be vised by the Consul, at his Office, No. 15, Cambridge Street, Edgware Road; fee 4s.; office hours, from 12 to 3. According to the latest Official regulations, all persons intending to visit or travel in the dominions of the Two Sicilies, must have their passports vised at the SICILIAN CONSULATE GENERAL IN LONDON. In case of embarcation at any of the other ports of Great Britain and Ireland, the passport must also be countersigned by the Vice Consul of the Two Sicilies at the last port of embarcation, *without which* a landing and journeying in the Royal Dominions will be refused.

NICARAGUA.—Consul, James L, Hart, Esq., 7, Broad Street Buildings, City, E. C.

OLDENBURG.—Chargé d'Affaires' residence, 3, Stratford Place. Consulate hours, 12 to 3. Passports granted to none but Oldenburgers.

PERU.—Ambassador's residence, 15, Portland-place.—Consul's office 6, Copthall-court.

PORTUGAL. — Embassy, 12, Gloucester Place, between 11 and 4; delivered, following day. Also at the Consul's Office, 5, Jeffery's-square, St. Mary Axe —Fee for Passport 4s. 6d. for Visa, 4s.

PRUSSIA, the Rhine, Duchy of Nassau, Brunswick, and Grand Duchy of Hesse.—Ambassador's residence, No. 9, Carlton House Terrace, St. James Park, S.W.—Consul General, M. Hebeler, 106, Fenchurch-street, E.C. The *visa* of Prussia *is not required* to a Foreign Office Passport, American citizens can have their Passport *vised* gratis by the Prussian minister in London. On entering Prussia, from Belgium, the Passport is taken from the traveller at the Posthl, but must be applied for at the Bureau de Passports at Aix-la-Chapelle, at the Railway Station. Travellers arriving at Berlin or Minden, will be required to exhibit their Passports before leaving the Station. When the *Visa* of the Consul in London is attached to a British Passport, his fee is 4s.

RUSSIAN CONSULATE GENERAL, No 32, Great Winchester Street, Old Broad Street. —Passports granted or endorsed (*Visa*) between the hours of 11 and 3, on furnishing a letter of application, signed by a mercantile firm Forms of which letter may be obtained at the Office Fees for a passport, 6s 4d, for a *Visa* 1s 7d Ambassador's residence *Chesham House, Belgrave Square.* (For further information, see page 333 in *Special Information*)

SARDINIA. Consulate 31, Old Jewry Each Sardinian *visa* to a Foreign office Passport is *not* required. Charge for *visa* to American Passports 2s 6d Ministers residence 23, Park Lane

SAXONY.—The Saxon *Visa* is not required to a Foreign Office Passport. Minister's residence, Hobart Place, Eaton Square Consular hours, 12 to 3

SICILY.—See Naples and Sicily

SPAIN.—Embassy, 17, Hereford Street Park Lane. Foreign-Office Passports *visé gratis.* Porter, 1s

SWEDEN and NORWAY. Embassy 49 Grosvenor Place Hours from 9 till 1 Delivered following day.—Gratis Consular office, 2 Allemanus Walk, Lombard Churchyard, Old Broad Street, City No charge for *visa* to Foreign Office Passport, *but it must be signed by the bearer before a visa can be attached*

SWITZERLAND Consular Office 21 Old Broad Street City Office hours, from 10 to 4. Saturdays, from 10 till 2 Fee for visa to Foreign Office Passports, 2s 6d The Passports are generally demanded on entering Switzerland and the Capital of the various cantons. Travellers from Switzerland to Savoy or Italy, to the States of Austria or Bavaria, must have to their Passports the signatures of the Ministers of those states, otherwise they will not be allowed to pass the frontier Travellers should therefore secure their *visas* at Berne, where the Ministers accredited to the Swiss Confederation have their offices

TURKEY.—Turkish Embassy, 1 Belgrave square *gratis* gratuity to Porter 1s, from 10 till 12.

TUSCANY Consular Office 3, Crosby Hall court, Threadneedle st, between 10 and 4 Fee, 4s 6d

URUGUAY (Monte Video) Consular Office 9, New Broad Yard, Westminster, L B Neill Esq, Consul

WURTEMBERG Consular Office 16, Leadenhall-street Fee, 4s

Notice in respect to Passports when Abroad.—As every police official abroad is authorised to inspect it, the Passport should under all circumstances be carried about the person To protect it from the effects of perspiration it is desirable to have it lined in a pocket book, which should contain some blank leaves to receive the various official signatures are termed, and with the traveller's name on that he may easily distinguish it from others

It will be unwise to suppose that the traveller to a foreign state that he cannot pass from one country to another unless the Passport is visé or countersigned by the Ministers of those countries through which they intend to pass Thus the Austrian Ambassador in London countersigns every Englishman's Passport except that last of the Secretary of State's and consular to the traveller bound to Italy (*Could we be thankful enough for the Passport of any other British authority*), to obtain the visa or countersignature at Paris, Frankfort-on-the-Maine, Berlin, Turin or some of their Continental capitals

When leaving Austria for Turkey abroad, in some cases the traveller must obtain a permit from the authorities, should such a permit be required from however, this is instantly given on application

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COURIERS—Families Ladies, or Gentlemen, requiring a Courier and Travelling Servant may hear of highly trustworthy and experienced persons, by application (per letter or otherwise) to Mr W J ADAMS, Bradshaw's Guide Office, 59, Fleet Street, London, (E C) who will be happy to forward the address of a Courier, or insure personal attendance on Travellers at their own residence in London, free of charge, or engage them if preferred.

List of Abbreviations used in this Guide.

Money—fr, franc, c or ct centime, th and tl, thaler, rt rth and rthl, rix thaler, sgr, silbergroschen; sgl, gross groschen, ngr, new groschen, f, florin, guild, guilder, fl, florin (gulden), guld, gulden (florin), kr kreuzer, rbl rouble, kop kopeck, marc, mark current, shil and sh shilling, bz batzen, pf pfennig, zwanz, zwanziger (Austrian lire), Aust lire or L, Austrian (zwanziger), c or conventionmunze

Distance and Time Rtes, Routes, Dis, Distances, h, hours, m, miles, G M, German miles, E M, English miles, Kils, kilometres

Conveyances—Rl Railway, Dil, D, diligence, Str, S, steamer, C, private carriage, M mule. These are shown, where they occur, by the letter T in the Station column of the Tables.

Trains—Ex, Express, Dir, Direct, Pst Post, S D, Semi-Direct, Mix, Mixed, Omn, Omnibus.

FOREIGN MONEY.

Circular Notes of small denomination.—The £5 Circular Notes so much desired by the travelling Public, are now issued (as well as those of £10 each), for the convenience of the travellers not wishing to draw a larger sum at each place, payable at all the principal cities and towns on the Continent of Europe, and the United States and Canada, as well as Scotland and Ireland, Madeira, &c., to be obtained on application at Messrs. Adam Spielmann and Co.'s, Bullion and Banking Office, 79, Lombard street, City.

Circular notes are given by most of the principal London bankers, and form a very safe and convenient kind of letters of credit. The arrangements for cashing them in the various countries through which the traveller may have to pass are very simple and efficient, precluding almost the possibility of fraud. As a letter of indication is given with them, we would caution tourists to keep the one in their pocket-book and the other in their baggage. The chief houses for transacting this continental business are the Union Bank; Commercial Bank of London; Herries, Farquhar, & Co.; Coutts & Co.; Sir Claude Scott, Bt., Cavendish-square; Twinings; and the London and Westminster Bank; at the Union Bank, Twinings, and Westminster Bank, they may be obtained in notes of £10 each; and in sums of £5 and upwards at Adam Spielmann's, 79, Lombard street, (facing King William street), where foreign money may be obtained or exchanged to advantage. The most advantageous continental gold coin that a traveller can take with him in Germany are the Prussian *Friedrichs d'Or*, as these pass current not only in Holland and Belgium, but also through all Germany. *Napoleons* are the very best coin, and may be purchased in London from 16s. to 16s. 2d.; they pass everywhere. Sovereigns are not well known in Italy, and are supposed to be pieces of 20 francs. English bank notes for £5 can be changed on the Rhine, and in Paris, Belgium, and the principal towns in Switzerland; but they are not known in other places; and even at Lyons, Florence, and Rome, they will not be taken under any circumstances; but they can be exchanged at these places at the Money Changers by paying a heavy percentage. Prussian dollars, and florins and half florins, are the most serviceable silver coins. It is scarcely necessary to hint at the advantage of being always provided with small change in the legal current coin of the country through which the traveller passes, as every exchange entails a consequent loss.

GOLD AND SILVER COIN TABLE,

Showing the value at which the following Coins are now current on the Continent (varying according to the Exchange). Corrected at the Exchange and Foreign Banking Office, No. 79, Lombard Street, London, by Messrs. ADAM SPIELMANN and Co.

The calculations of the following Tables are governable by or from the Pound sterling. Slight differences may occur by the currency fluctuating between one continental country and another.

DESCRIPTION OF COIN.	France, Belgium, Sardinian States, Switz'land.*	PRUSSIA	AUSTRIA in Silver. New Currency.	GERMANY.	HOLLAND.	HAMBURGH.
	Fr. Cts.	Thl. Sgr. Pf.	Fl. Kr.	Fl. Kr.	Guild. Ct	Mc. Sh.
English Sovereign	25 0	6 20 0	10 40	11 40	11 70	16 9
English Shilling	1 25	0 10 0	0 52	0 35	0 58½	0 12
Ten Guilder (Dutch) not current	20 60	5 14 0	8 53	9 40	9 80	13 13
Guilder (Dutch)	2 12	0 17 0	0 87	1 0	1 0	1 6
Napoleon (French, 20 francs)	20 0	5 10 0	8 32	9 20	9 50	13 6
Five Franc Piece (French, Belg., or Swiss)	5 0	1 10 0	2 8	2 21	2 40	3 7
One Franc (French, Belg., or Swiss)	1 0	0 8 0	0 42	0 28	0 46½	0 10
Fredricksdor (Prussian)	20 95	5 20 0	8 84	9 55	9 90	14 2
Thaler (Prussian)	3 75	1 0 0	1 56	1 45	1 73	2 8
Louisdor (German)	20 45	5 15 0	8 58	9 33	9 69	13 9
Ducat (German)	11 80	3 5 0	4 81	5 30	5 56	8 0
Crown Dollar	5 57½	1 15 0	2 35	2 42	2 66	3 12
Florin (German)	2 11	0 17 0	0 87	1 0	1 0	1 6
Leopold (Belgian), not current	24 60	6 17 0	10 14	11 35	11 60	16 5
Imperial (Russia)	20 50	5 16 0	8 45	9 45	9 75	14 2
Ducat (Austria)	11 81	3 5 6	4 82	5 32½	5 60	8 0
Zwanziger (Austria) not current	0 70	0 6 2	0 35	0 20	0 35	0 9
Ten Florin Piece (German)	20 80	5 18 6	8 53	10 0	10 0	14 1
New Five Florin Piece (Holland)	10 42	2 23 0	4 26	5 0	5 0	7 2
New Convention Dollar (Austria)	5 0	1 10 0	2 10	2 20	2 40	3 7
New Five Dollar Piece (Spanish)	25 40	6 22 3	10 60	11 58	12 0	16
New Austrian Gulden (100 cents or New Kreutzer, issue Nov. 1, 1858)	2 40	0 19 2	1 0	1 7½	1 15	1 9
New Austrian 1½ Gulden Piece, do. do.	3 60	0 28 9	1 50	1 38½	1 68½	2 6

* *Switzerland Currency—new system—same as France, Sardinian States and Belgium.*

A CONCISE TABLE OF FOREIGN MONIES,

REDUCED FROM ENGLISH INTO THE CURRENCY OF VARIOUS COUNTRIES.

ENGLAND.			France, Belgium, Sardinian States, Switzerland.		PRUSSIA.			AUSTRIA in Silver new Currency.		HOLLAND.		GERMANY.		RUSSIA, in Silver.		HAMBURGH in Courant.	
£	s.	d.	Frs.	Cts.	Th.	Sgr.	Pf.	Fl.	Cts.	Guild.	Cts.	Fl.	Kr.	Rbl.	Kop.	Marc.	Shil.
0	0	1-10	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0	0	0½	0	2½	0	0	2½	0	1	0	1½	0	0¾	0	0¾	0	0½
0	0	0⅝	0	5	0	0	5	0	2	0	2½	0	1½	0	1½	0	0½
0	0	1	0	10½	0	0	10	0	4⅝	0	5	0	3	0	2⅝	barely	1
0	0	1¼	0	13	0	1	0	0	5½	0	6¼	0	4	0	3½	0	1½
0	0	2	0	21	0	1	8	0	8¾	0	10	0	6	0	5½	0	2½
0	0	3	0	31	0	2	6	0	13	0	14½	0	9	0	7⅞	0	3½
0	0	4	0	42	0	3	4	0	17⅞	0	19⅓	0	12	0	10½	0	4½
0	0	5	0	52	0	4	2	0	21¾	0	24	0	15	0	13⅛	0	5½
0	0	6	0	62	0	5	0	0	26	0	29¼	0	17½	0	15¾	0	6½
0	0	7	0	73	0	5	10	0	30⅝	0	37½	0	20½	0	18⅜	0	7½
0	0	8	0	83	0	6	8	0	34¾	0	39½	0	23⅓	0	21	0	9
0	0	9	0	94	0	7	6	0	39	0	44⅔	0	26½	0	23⅝	0	10
0	0	9½	1	0	0	8	0	0	41	0	47½	0	27½	0	24⅞	0	10½
0	0	10	1	4	0	8	4	0	43⅝	0	49½	0	29½	0	26½	0	11½
0	0	11	1	15	0	9	2	0	47¾	0	54½	0	32½	0	28	0	12½
0	1	0	1	25	0	10	0	0	52	0	58½	0	35	0	30⅛	0	13½
0	1	2½	1	50	0	12	0	0	63	0	69½	0	42	0	38	1	0
0	1	8½	2	11	0	17	0	0	89	1	0	1	0	0	51	1	8
0	2	0	2	51	0	20	3	1	4	1	20	1	10	0	61	1	10½
0	3	0	3	75	1	0	0	1	56	1	75½	1	45	0	92	2	8
0	3	3½	4	10	1	2	6	1	71	1	90	1	55	1	0	2	11
0	3	4½	4	17	1	3	4	1	75	1	95	1	58	1	2	2	12
0	4	0	5	0	1	10	0	2	8	2	34	2	20	1	23	3	5
0	5	0	6	25	1	20	0	2	60	2	92½	2	55	1	53	4	2
0	6	0	7	50	2	0	0	3	12	3	51	3	30	1	84	5	0
0	7	0	8	75	2	10	0	3	64	4	9½	4	5	2	15	5	13
0	8	0	10	0	2	20	0	4	16	4	48	4	40	2	45	6	10
0	9	0	11	25	3	0	0	4	68	5	26½	5	15	2	75	7	7
0	10	0	12	50	3	10	0	5	20	5	85	5	50	3	5	8	4½
0	11	0	13	75	3	20	0	5	72	6	43½	6	25	3	35	9	1½
0	12	0	15	0	4	0	0	6	24	7	2	7	0	3	66	9	15
0	13	0	16	25	4	10	0	6	76	7	60	7	35	3	96	10	12
0	14	0	17	50	4	20	0	7	28	8	19	8	10	4	26	11	9½
0	15	0	18	75	5	0	0	7	80	8	77½	8	45	4	57	12	7
0	16	0	20	0	5	10	0	8	32	9	36½	9	20	4	88	13	4
0	17	0	21	25	5	20	0	8	84	10	94½	9	55	5	18	14	1½
0	18		22	50	6	0	0	9	36	10	53½	10	30	5	49	14	15
0	19	0	23	75	6	10	0	9	88	11	11½	11	5	5	79½	15	12½
1	0	0	25	0	6	20	0	10	40	11	70	11	40	6	10	16	9
1	10	0	37	50	10	0	0	15	60	17	55	17	30	9	15	24	13½
2	0	0	50	0	13	10	0	20	80	23	40	23	20	12	20	33	2
3	0	0	75	0	20	0	0	31	20	35	10	35	0	18	30	49	11
4	0	0	100	0	26	20	0	41	60	46	20	46	40	24	40	66	4
5	0	0	125	0	33	10	0	52	0	58	50	58	20	30	50	82	12
6	0	0	150	0	40	0	0	62	40	70	20	70	0	36	60	99	5
7	0	0	175	0	46	20	0	72	80	81	90	81	40	42	70	115	13½
8	0	0	200	0	53	10	0	83	20	93	60	93	20	48	80	132	6
9	0	0	225	0	60	0	0	93	60	105	30	105	0	54	90	149	0
10	0	0	250	0	66	20	0	104	0	117	0	116	40	61	0	165	8

EXPLANATION OF THE CURRENCIES OF THE VARIOUS COUNTRIES.

..., BELGIUM and Sardinia, Francs, of 100 Centimes.—PRUSSIA, Thalers, of 30 Silver groschen, and 24 good groschen ...er groschen, 12 Pfennings.—AUSTRIA, Florins, of 60 Kreutzers.—HOLLAND, Guilders, of 100 Cents.—GERMANY, ...ns, of 60 Kreutzers.—HAMBURG, Marks Current, of 16 Shillings.—SWITZERLAND, Francs, new system of 100 cen... as in France or Belgium.—RUSSIA, Rubles, of 100 Kopecks.

...LIAN MONEY, see pages 306. For SPANISH MONEY, see page 321. For DANISH MONEY, see page 325.

Skeleton Through Routes from London to the Continent.

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Part I. THE MOST DIRECT ROUTES [Part I.

From LONDON to the principal Cities in Europe, the Fares, the means of Conveyance, and time of Journey.

Note.—At the pages referred to in the following Routes will be found the *full particulars* of time of departure and arrival of Conveyances from and to the places named.

For BATHS and WATERING PLACES see page 7.

ABBREVIATIONS:—Rl. rail; Str. steamer; Dil. diligence; Rtes. routes; Sta. station; Om. omnibus.

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Approximate Time. D. H. M.
1	Antwerp .....(Belgium)	a Steamers direct from St. Katherine's wharf, see p. 197	1 7 0	1 0 0	0 18 0
	" "	b *Via Ostend*, Str. direct from St. Katherine's wharf to Ostend, see p. 198, (change carriages) Rl. thence to Malines, (change carriages,) p. 62; Antwerp, 70.....	1 11 4	1 3 8	0 15 0
	" "	c *Via Calais*, Rl. to Dover; Str. to Calais, p. 183; Rl. via Lille, Mouscron, Brussels to Antwerp, p. 63	2 14 4	2 0 3	0 15 0
	" "	d *Via Ostend*, Rl. to Dover; Str. to Ostend, p. 188; Rl. via Malines, p. 62, (change carriages) to Antwerp, p. 70.....	2 14 5	2 0 4	0 15 0
2	Augsburg .....(Bavaria)	*Via Frankfort*, Select from No. 30 Rtes. to; see Itinerary of Rtes. p. 315, No. 1, thence to Augsburg.	5 7 3	3 17 11	2 12 0
3	Alexandria .....(Egypt)	Select from No. 40, Routes to India	24 14 11	17 0 7	9 0 0
4	Athens .....(Greece)	No. 40, Route to India, Rte. b, via Trieste, thence per Austrian Lloyd's Company's steamer, every alternate Tuesday at 4 p.m., via Corfu, p. 210	22 1 6	17 0 10	12 0 0
5	Amsterdam...(Holland)	a *Via Rotterdam*, Strs. direct to Rotterdam, see p. 198; thence per Rl., p. 81, via The Hague; or via Utrecht, p. 82	1 17 4	1 3 0	0 21 0
	" "	b *Via Ostend*, Rl. to Dover; Str. to Ostend, p. 188; Rl. to Antwerp, pp. 62 and 70; Rl. to Moerdyk, p. 80; Str. to Dortrecht, Rl. to Rotterdam, p. 80; thence as in Route *a*	3 9 5	2 12 4	0 26 0
6	Barcelona .....(Spain)	a *Via Paris*, Select from No. 61, Rtes. to; thence per Rl. to Tarascon Sta., pp. 44, 46; branch to Cette, p. 48; Rl. to Beziers, Narbonne, p. 40; Dil. to Barcelona	8 0 0	6 0 0	2 0 0
	" "	b *Via Paris*, Select from No. 61, Rtes. to; thence per Rl. to Bordeaux, p. 34; Toulouse, Carcassonne, p. 40; Dil. to Barcelona.....	8 0 0	6 0 0	2 0 0
7	Bale .....(Switzerland)	a *Via Paris and Strasburg*, Select from No. 61, Rtes. to Paris; see Itinerary p. 264, for Rte. thence to Bale	5 17 7	4 6 4	1 2 0
	" "	b *Via Cologne*, Select from No. 19, Rtes. to Cologne; see Itinerary p. 300, for Rtes. thence to Bale	5 0 0	3 10 0	1 20 0
	" "	c *Via Paris, Troyes, and Mulhouse*, Select from No. 60 Routes to Paris, thence per Rail to Chaumont, Mulhouse, & Bale, p. 56.	4 5 0	3 0 0	1 4 0
8	Berlin .....(Prussia)	a *Via Cologne*, Select from No. 17, Rtes. to Cologne; see Itinerary p. 300, for Rte. thence to Berlin	6 10 0	4 4 0	1 12 0
	" "	b *Via Rotterdam*, Select from No. 67, Rtes. to; Rl. thence to Oberhausen, p. 82, thence per Rl. to Berlin, p. 86	4 16 4	3 4 3	1 6 0
	" "	c *Via Aix-la-Chapelle*, see No. 82; thence to Ruhrort, see page 85; Oberhausen, Berlin, see page 86.....	6 5 0	4 0 0	1 18 0
	" "	d Steamer to Hamburg, p. 198; Rl. thence to Berlin, p. 106	3 10 0	2 6 0	0 60 0
9	Bayonne... .....(France)	*Via Paris*, Select from No. 61, Rtes. to; thence per Rl. to Orleans, p. 27; to Bordeaux, p. 34, Rl. to Bayonne, p. 39	6 11 6	4 5 9	1 4 0
10	Bordeaux .....(France)	Select from No. 61, Rtes. to Paris, thence per Rl., to Orleans, p. 27; to Tours and Bordeaux, p. 34.	5 12 6	4 2 9	0 25 0
11	Brussels .....(Belgium)	a *Via Calais*, Rl. to Dover; Str. to Calais, p. 183; Rl. to Lille, (change carriages), Mouscron (Examination of Passport), Brussels, (Examination of Baggage), see pp. 12 and 63	2 11 11	1 7 11	0 14 0
	" "	b *Via Ostend*, Rl. to Dover; Str. to Ostend, p. 183; Rl. to Ghent, Alost, and Brussels, see p. 62.....	2 8 10	1 13 6	0 14 30
	" "	c *Via Ostend*, Str. direct from London to Ostend, p. 198; Rl. to Ghent, Alost and Brussels, p. 62	1 6 7	1 0 4	0 14 0
	" "	d *Via Antwerp*, Str. direct from London to Antwerp, p. 197; Rl. to Malines and Brussels, p. 71	1 9 6	1 2 1	0 19 0

Skeleton Through Routes from London to the Continent.

Itinerary of Through Routes from London—*Continued.*

* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Approximate Time. D. H. M.
Boulogne-sur-Mer ..	a By South Eastern Rl. to Folkestone; Str. to Boulogne, p. 189.	1 9 6	1 0 6	0 4 0
"	b Steamer direct from London Bridge Wharf, p. 197.	0 14 0	0 10 0	0 8 0
Brunswick (Germany)	a *Via Cologne*, Select from No. 17, Rtes to Cologne; see Itinerary, p. 300, for Rtes. thence to Brunswick	5 5 5	3 12 0	0 28 0
" "	b *Via Rotterdam*, Select from No 67, Rtes. to; Rl. from Rotterdam to Oberhausen, p. 82; thence per Rl. to Brunswick, pp. 86, 102.	3 16 0	2 11 11	0 30 0
" "	c *Via Hamburg*, S. direct from London, p. 198; thence per Rl. pp 106, 105.	2 18 0	1 17 2	0 47 0
Calais.....(France)	a *Via Dover*, Rl.. to Dover; Str. to Calais, p. 188	1 10 6	1 1 2	0 5 30
" "	b Steamer direct from London Bridge Wharf, see p. 198.	0 14 0	0 10 0	0 8 0
Chalons-sur-Saone...	*Via Paris*, Select from No. 61, Rtes. to; Rl. to Dijon and Chalons, p. 44	4 14 0	3 10 3	0 2 0
Chamouny ...(Sardinia)	a *Via Paris*, Select from No. 61, Rtes. to Paris; see Itinerary, p. 264, for Rtes. thence to Geneva; Dil. thence to Chamouny	7 0 2	5 9 11	0 47 0
" "	b *Via Bale*, Select from No. 7, Rtes. to Bale, see Itinerary, p. 341, for Rte. thence to Geneva; Dil. thence to Chamouny.	8 1 3	6 5 11	2 0 0
Cologne .....(Prussia)	a *Via Calais*, Rl. to Dover; Str. to Calais, p. 188; Rl. to Lille, p. 12, (change carriages); Rl. to Mouscron, p. 15, (change carriages, Examination of Passport); Rl. to Brussels, p 63, (Examination of Baggage); Om. to Station du Nord, Rl. to Malines, Liege, Verviers, (change carriages), Herbesthal, (Passport demanded.) Aix-la-Chapelle, (Passport returned,) Cologne, (Examination of Baggage) p. 66	3 13 9	2 13 1	0 19 30
" "	b *Via Ostend*, Rl. to Dover; Str. to Ostend, p. 188; Rl. to Ghent, Malines, p. 62, (change carriages,) Liege, Verviers, (change carriages,) Herbesthal, (Passport demanded) Aix-la-Chapelle, (Passport returned,) Cologne, p. 66, (Examination of Baggage)	3 9 6	2 8 8	0 19 30
" "	c *Via Ostend direct*, Str. direct from London to Ostend, See p. 198; Rl. to Malines, p. 62, (change carriages); Liege, Verviers, Herbesthal, and Aix-la-Chapelle, see p. 66.	2 3 7	1 13 6	0 24 0
" "	d *Via Antwerp*, Str. direct from London to Antwerp, see p. 197 Rl. to Malines, Liege, Verviers, Herbesthal, and Aix-la-Chapelle, See pp. 71, 66.	2 7 2	1 14 8	0 24 0
" "	e *Via Rotterdam*, Select from No. 66, Rtes. to; Rl. to Utrecht, Emmerich, (Examination of Baggage and Passport,) p. 82; Oberhausen to Cologne, p. 87 ..	2 12 6	1 13 10	0 20 0
Como.....(Italy)	a *Via Bale*, Select from No. 7, Rl. to Bale; see Itinerary, p. 344, for Rte. thence to Como	7 17 7	6 1 4	0 57 0
" "	b *Via Paris*, select from No. 61, Rtes. to Paris; see Itinerary, p. 264, for Route thence to Como	11 0 0	7 15 0	3 12 0
Constantinople ..... (Turkey.)	a *Via Cologne*, Select from No. 17, Rtes to; Rl. to Leipsic, p. 300, thence per Rl. to Dresden, p. 127; Rl. thence to Prague, p. 138; to Vienna, p. 139; to Gratz, p. 144; to Trieste, p. 145; Str. (Austrian Lloyd's Co.) to Constantinople, p. 210.	24 10 6	18 5 2	13 0 0
"	b *Via Paris*, Select from No. 61, Rtes. to Paris, rail to Marseilles, p 44; Str. (Messageries Imperiales, p. 200) to Constantinople	22 14 11	15 9 7	11 0 0
"	c *Via Frankfort*, Select from No. 30, Rtes. to Frankfort, Rl. to Munich, pp. 132 and 133; Dil. to Linz, p. 234; Rl. to Vienna, p. 137, thence down the Danube to Constantinople, p. 211.	15 14 10	10 13 0	10 0 0
Copenhagen (Denm'rk)	a *Via Cologne*, Select from No. 17, Rtes. to Cologne; Rl. to Hamburg, pp. 86, 102, 105, 106; Rl. to Kiel, p. 109; Str. from Kiel, p. 194	7 15 11	5 13 8	4 0 0
" "	b *Via Cologne*, Select from No. 17, Rtes. to Cologne; Rl. to Berlin, pp. 86, 102, 105, 115, & Stettin, p. 116; Str. to Copenhagen, p. 209	7 12 0	5 10 0	4 0 0
" "	c *Via Rotterdam*, Select from No., 67, Rtes. to; Rl. from Rotterdam to Oberhausen, p. 82; Rl. thence to Kiel or Stettin, see preceding Rtes. a and b.	7 0 0	5 0 0	4 0 0
" "	d *Via Hamburg*, Str. direct from London to Hamburg, see p. 198; thence per Rl. from Altona Sta. to Kiel, p. 109; Str. from Kiel, p 194	3 15 4	2 5 8	4 0 0
Christiania...(Norway)	a *Via Cologne*, Select from No. 17, Rtes. to Cologne; thence per Rl. to Hamburg, pp. 86, 102, 105, 106; thence from Altona Sta. to Kiel, p. 109; Str. to Christiania, p. 194	8 6 11	5 8	4 0 0

Skeleton Through Routes from London to the Continent.

Itinerary of Through Routes from London—*Continued.*

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Approximate Time. D. H. M.
22	**Christiania** (*continued.*)	b *Via Rotterdam*, select from No. 67, Rtes. to; Rl. to Oberhausen, p. 82; Rl. to Hanover, pp. 86, 102; Rl. to Harburg, p. 100; Str. to Hamburg; Rl. Altona, to Kiel, p. 109; Str. to Christiania, p. 194	5 7 6	3 16 0	4 0 0
	,, ,,	c Str. from London to Hamburg direct, see p. 198; Rl. Altona to Kiel, p. 109; Str. to Christiania, p 194	4 14 4	3 5 8	4 0 0
23	**Constance** (Switzerl'nd)	a *Via Bale*, Select from No. 7, Rtes. to Bale; Dil. to Schaffhausen and Constance, p. 216	6 17 7	5 2 4	2 12 0
	,, ,,	b *Via Frankfort*, select from No. 30, Rtes. to Frankfort; thence per Rl. to Stuttgard, Ulm, Friedrickshafen	7 0 6	5 2 3	2 12 0
24	**Dantzic** .....(Prussia)	*Via Cologne*, select from No. 17, Routes to; thence per Rail to Berlin, pp. 86, 102, 105, 115, Rl from Berlin to Dantzic, p. 118	8 9 0	6 0 6	2 4 0
25	**Danube The**.....	*Via Frankfort*, select from No. 30, Routes to; then see Itinerary under Frankfort, p. 315 for route to Munich, Diligence thence to Linz, p. 234; Rail to Vienna, p. 137	7 7 3	5 13 0	0 46 0
26	**Dieppe** .....(France)	*Via Brighton and Newhaven*, rail to Brighton and Newhaven, p. 178; steamer to Dieppe, page 203	0 18 0	0 14 0	0 10 0
27	**Dresden** .....(Saxony)	a *Via Cologne*, select from No. 17 routes to; then refer to Itinerary under Cologne, p. 300, for routes to Dresden	7 3 6	5 15 11	0 48 0
	,, ,,	b Sea No. 67 Rte. to Rotterdam, thence Rl. to Oberhausen & Dresden	5 12 5	3 15 11	0 46 0
	,, ,,	c *Via Aix-la-Chapelle*, See No. 82; thence to Ruhrort, see page 85; Oberhausen, Berlin, pages 86, 102, 105, 115	7 0 0	5 10 0	0 42 0
28	**Dusseldorf** ...(Prussia)	a *Via Rotterdam*, Str. direct to, see p. 198; thence per Rl. see p. 82	2 7 2	1 11 11	0 26 0
	,, ,,	b *Via Rotterdam*, Str. direct, see p. 198; thence per Stra.	1 10 8	0 19 3	0 30 0
	,, ,,	c *Via Aix-la-Chapelle*, see No. 82; thence via Ruhrort, see p. 85	3 16 0	2 15 7	0 22 0
29	**Florence** .....(Tuscany)	a *Via Paris*, select from No. 61, routes to; rail to Marseilles, pp. 44, 46; steamer to Leghorn, p. 200; rail to Florence, p. 168	11 5 0	8 6 11	3 6 0
	,, ,,	b *Via Paris*, select from No. 61, routes to; thence by rail to Macon, p. 44; Amberieu, p. 50; Culoz, p. 50; rail to Aix, St. Jean de Maurienne, p. 157; Dil. over Mount Cenis to Susa, p. 157; rail to Turin, p. 159; to Genoa, p. 158; dil. to Pisa, p. 227; rail to Florence, p. 169	11 7 0	8 0 0	3 12 0
	,, ,,	c *Via The Rhine and Bale*, select from No. 7, routes to; rail to Lucerne; Str. to Fluellen, p. 199; Dil. through St. Gothard, Bellinzona to Milan, p. 225; Dil. to Vigevano, p. 233; rail to Genoa, pp. 163, 158; Dil. to Pisa, p. 227; rail to Florence, p. 169	9 5 0	7 5 0	3 5 0
30	**Frankfort-on-the-Maine.**	a *Via Paris*, select from No 61, routes to; then refer to Itinerary under Paris, p. 264, for routes to Frankfort	5 15 5	4 2 10	0 36 0
	,,	b *Via Cologne*, select from No. 17, routes to; then refer to Itinerary under Cologne, p. 300, for routes to Frankfort	5 16 4	4 2 4	0 36 0
31	**Geneva** ...(Switzerland)	*Via Paris*, select from No. 61, Routes to; thence per Rl. Express to Macon, p. 44; Amberieu, Culoz, p. 50; Geneva, p. 50.	6 1 8	4 17 0	10 0
	,, ,,	b *Via Paris*, select from No. 61, Rtes. to; thence per Rl to Dijon, p. 44; to Dole and Salines, p. 43; Carr. to Lausanne; Rl to Geneva, p. 156, or Str	6 12 0	5 0 0	0 36 0
	,, ,,	c *Via Cologne and Bale*, select from No. 7, Rtes. to; then refer to Itinerary under Bale, p. 344, for routes to Geneva	6 6 6	4 15 5	2 6 0
32	**Genoa**... .....(Sardinia)	a *Via Paris*, select from No. 61 for Rtes. to; Rail to Marseilles, pp. 44 & 48; Steamer thence to Genoa, p 200	8 13 0	6 13 0	2 12 0
	,, ,,	b *Via Bale*, select from No. 7 for Routes to; then refer to Itinerary under Bale, p. 344, for routes to Arona and Genoa	7 14 3	5 15 1	3 2 0
	,, ,,	c *Via Paris*, select from No. 61 Routes to Paris, thence per Rail to Macon and Culoz, pages 44 and 50; Rail thence to St. Jean de Maurienne, page 157; Dil. thence to Susa; Rl. thence to Turin and Genoa, pages, 157, 158	0 0 0	0 0 0	2 4 0
33	**Grafrath** (near Elberfeld), Residence of celebrated Oculist, Dr. Leun	*Via Cologne*, select from No. 17, Rtes. to; Rail to Dusseldorf, p. 86; Rl. to Elberfeld, p. 98; thence per dil. or carriage to Grafrath	4 3 6	2 15 6	0 24 0
34	**The Hague** ...(Holland)	a *Via Rotterdam*, select from No. 67, Routes to; rail thence to the Hague, p. 81, or *via* Utrecht, p. 82	1 12 0	1 1 8	0 20 0
	,,	b *Via Antwerp*, select from No. 1, Routes to; rail thence to Rotterdam and the Hague, pp. 80 & 81, or *via* Utrecht, p. 82.	1 14 10	1 6 2	0 20 0

Skeleton Through Routes from London to the Continent.

Itinerary of Through Routes from London—*Continued.*

* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	Approximate Fares. 2 class. £ s. d.	Approximate Time. D. H. M.
Hamburg (on the Elbe)	a *Via Cologne*, select from No. 17, Routes to; then refer to Itinerary under Cologne p. 300, for Routes to Hamburg	5 1 3	3 12 1	0 32 0
" "	b By Steamer direct from London, see page 198	2 0 0	1 5 0	0 40 0
" "	c *Via Rotterdam*, select from No. 67, Rtes. to; rail thence to Oberhausen, p. 82; Rl. thence to Hamburg, pp. 86, 102, 105, 106	3 18 5	2 10 9	0 34 0
Hanover	a *Via Cologne*, select from No. 17, Routes to, then refer to Itinerary under Cologne p. 300	4 9 0	3 4 0	0 27 0
"	b *Via Rotterdam*, select from No. 67, Routes to, then refer to Itinerary under Cologne p. 300	3 6 6	2 2 9	0 26 0
"	c *Via Hamburg*, select from No. 35 Route to, then refer to Itinerary under Cologne p. 300.	2 12 3	1 13 1	0 48 0
Havre.....(France)	a *Via Southampton*, rail to; Str. thence to Havre, p. 207	1 3 6	0 17 0	0 20 0
" "	b By Steamer direct from London, p. 198	0 14 0	0 10 0	0 15 0
Hartz The	a *Via Cologne*, select from No. 17, Routes to; thence per rail to *Kreiensen* Junction, pp. 86, 102, 104	4 17 0	3 9 0	0 32 0
"	b Str to Hamburgh p. 198; per Rl. from Harburg, per Rl. to Hanover, p. 100: Rl. to Brunswick, p. 102; to Harzburg, p. 101	3 7 0	1 18 0	0 53 0
Hong-Kong.....(China)	*Via Suez*, select from No. 40, Routes to; Steamer thence to Point de Galle, Penang, Singapore, Hong Kong	172 9 0	120 12 11	66 0 0
India (Suez)...(Overland)	a *Via Paris*, select from No. 60, Routes to; rail thence to Marseilles, pp. 44 & 46; Steamer, Messageries Imperiales Co, to Alexandria; Rail to Cairo and Suez, p. 175	36 6 6	27 3 9	10 7 0
" "	b *Via Trieste*, select from No. 19, Routes to Cologne, then refer to Itinerary under Cologne, p. 300, for Routes to Vienna; Rail to Trieste, pp. 144, 145; Str., Austrian Lloyd Co., to Alexandria, p. 210; Rail to Suez, p. 175.	40 11 7	23 15 3	9 6 0
" "	c Rail to Southampton; Steamer to Alexandria, p. 207, Rail to Suez, p 175.	42 17 6	29 12 0	11 3 0
" (Bombay)	d Suez to Bombay } See Bradshaw's Guide to India	65 0 0	35 0 0	11 0 0
" (Madras)	e Suez to Madras } See Bradshaw's Guide to India	88 0 0	44 0 0	18 12 0
" (Calcutta)	f Suez to Calcutta } See Bradshaw's Guide to India	93 0 0	49 0 0	21 12 0
Interlachen	*Via Bale*, select from No. 7, Routes to; Rail to Berne, pp. 149, Rl. to Thun, p. 149; Steamer to Interlachen, p. 210	6 15 0	5 0 0	0 44 0
Jerusalem	a *Via Paris*, select from No. 61, Routes to; Rail to Marseilles, pp. 44 & 46; Steamer, Messageries Imperial Co., to Smyrna, thence per Syrian line to Jaffa	28 16 6	20 11 0	12 0 0
	b *Via Trieste*, select from No. 19, Routes to Cologne; then refer to Itinerary under Cologne, p. 300, for Routes to Trieste, thence per Str., Austrian Lloyds Co., to Smyrna, (accelerated line,) p. 211, to Jaffa	26 0 0	18 0 0	14 0 0
Kiel..... (Holstein)	*Via Hamburg*, select from No. 35, Rtes. to; Rail to Kiel, p. 109	5 10 7	3 18 9	0 35 0
Leipsic.....(Germany)	a *Via Cologne*, select from No. 17, Routes to; then refer to Itinerary under Cologne, p. 300, for Routes to Leipsic	5 13 4	3 14 7	0 35 0
" "	b *Via Rotterdam*, select from No. 67, Routes to; Rail thence to Oberhausen, p. 82; Rl. thence to Ham, p 86, to Cassel p 99; to Weimar, p 120; to Leipsic, 117	5 0 10	3 8 3	0 34 0
Leghorn .....(Tuscany)	a *Via France*, select from No. 61, Rtes. to Paris; Rl to Marseilles, pp. 44 & 46; Str. to Leghorn, p. 200	9 8 4	5 12 6	3 0 0
" "	b *Via France*, select from No. 61, Rtes. to Paris; Rail to Macon, p. 44: thence to Culoz, p. 50, Rl to St. Jean de Maurienne, p. 157; Dil. over Mount Cenis to Susa; Rail to Turin and Genoa, pp. 158, 159; Str. to Leghorn	8 6 0	6 5 0	3 9 0
" "	c *Via Switzerland*, select from No. 7 to Bale; then refer to Itinerary under Bale, p. 344 for routes thence to Milan, viz. Rail to Lucerne; Str. to Kluellen; Dil. over St. Gothard to Bellinzona and Milan; Rail to Genoa; Str. to Leghorn	8 5 0	6 3 0	3 2 0
Lisbon .....(Portugal)	a *Via France*, select from No 61, Rtes. to Paris; Rail thence to Orleans, Tours, and Nantes, p. 27; Str. to Lisbon. p. 202	14 3	10 18 3	3 12 0
" "	b *Via Southampton*, Rail to; thence per Str., Royal Mail Steam Packet Co. p. 207	16 0 0	12 0 0	6 4 0
Lausanne (Switzerland)	a *Via Cologne and Bale*, select from No. 7. Routes to; then refer to Itinerary under Bale, p. 344, for routes to Lausanne	7 3 1	5 9 4	2 16 0
" "	b *Via Paris*, select from No. 61, Route to; then refer to Itinerary under Paris, p. 264, for routes to Lausanne	6 15 8	5 4 8	2 4 0
Lyons .....(France)	*Via Paris* select from No. 61, Rtes. to; Rl. thence to Lyons, p. 44.	5 6 6	3 18 3	0 24 0

Itinerary of Through Routes from London—*Continued.*

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Approximate Time. D. H. M.
49	**Madeira, Island of**	*Via Liverpool*, Rail to,; thence per Str., African Steam Packet Co., p. 197	26 17 0	21 12 0	8 12 0
50	**Madrid**.....(Spain)	*Via France*, select from No. 61, Routes to Paris; see Itinerary under that place, p. 264, for routes to Madrid	15 0 0	12 0 0	5 0 0
51	**Malaga**.....(Spain)	*Via France*, select from No. 61, Routes to Paris; Rail thence to Orleans and Nantes, p. 27; Steamer to Malaga, p. 202 ...	12 13 6	9 12 3	4 0 0
52	**Malta, Island of**.....	*Via Paris & Marseilles*, see Nos. 61 & 53; Str. to Malta, p. 201	16 16 1	10 3 0	5 0 0
53	**Marseilles**..... (France)	*Via Paris*, select from No. 61, Routes to; Rail to Marseilles, p. p. 44 & 46	6 16 6	5 3 0	0 40 0
54	**Mayence** .....(Rhine)	*Via Cologne*, select from No. 17, Routes to; then refer to Itinerary under that place, p. 300, for routes to Mayence	4 3 1	2 13 7	0 27 0
55	**Milan** .....(Lombardy)	a *Via France*, select from No. 61, Routes to Paris; Rail to Marseilles, pp. 44 & 46; Str. to Genoa, p. 206; Rail to Vigevano, pp. 159 and 163; Dil. to Milan	10 8 4	5 7 6	3 0 0
	" "	b *Via Switzerland*, select from No. 7, Routes to Basle; then refer to Itinerary under that place. p. 344, for routes to Milan.....	8 6 7	6 8 7	3 8 0
	" "	c *Via Trieste*, select from No. 19, Routes to Cologne; then refer to Itinerary under that place, p. 300, for routes to Vienna and Trieste; Steamer to Venice, p. 211; Rail to Milan	14 0 0	11 0 0	3 12 0
56	**Moscow** .....(Russia)	*Via Berlin*, see No. 8 ,thence per Rail to Warsaw pp. 121, 123, & 124; Dil. to Smolensko and Moscow	16 0 0	14 0 0	5 0 0
57	**Munich** .....(Bavaria)	*Via Frankfort*, select from No. 30 Rtes. to; thence per Rail to Munich, p. 132	7 5 5	5 4 6	2 12 0
58	**Naples** .....(Italy)	a *Via France*, select from No. 60, Routes to Paris; Rail to Marseilles, pp. 44 & 46; Steamer to Naples, p. 201	13 5 6	10 6 0	4 0 0
	" "	b *Via Switzerland*, select from No. 7, Routes to Bale; then refer to Itinerary under that place, p. 344, for route to Milan; Dil. to Vigevano; Rl. to Genoa, pp. 163 & 158; Str. to Naples, p. 190	11 10 0	9 7 0	5 12 0
	" "	c *Via Trieste*, select from No. 17, Routes to Cologne; then refer to Itinerary under that place, p. 300, for routes to Trieste; Steamer to Venice; thence *via* Florence or Rome to Naples.	16 0 0	13 0 0	6 0 0
59	**Odessa** .....(Russia)	a *Via Constantinople*, select from No. 19, Routes to; thence per Steamer	30 0 0	20 0 0	16 0 0
	" "	b *Via The Danube*, select from No. 25, Routes to Linz; Steamer down the Danube.....	18 0 0	13 0 0	14 0 0
60	**Ostend**..... (Belgium)	a Rail to Dover; Str. to Ostend, p. 188	1 17 9	1 5 3	0 9 0
	" "	b Steamer direct from St. Katherine's Wharf, p. 198	0 18 0	0 14 0	0 10 0
61	**Paris** .....(France)	a *Via Calais and Lille, per South Eastern and North of France Railways*, Rl. to Dover; Str. to Calais, p. 188; Rl. to Lille, Amiens, Paris pp. 12 & 13	3 1 0	2 4 3	0 12 0
	" "	b *Via Boulogne, per South Eastern and Northern of France Railways*, Rail to Folkestone; Steamer to Boulogne, p. 189; Rail to Abbeville, Amiens, Paris, p. 18	2 14 3	1 19 3	0 12 0

NOTE—Unless the traveller books through to Paris, he cannot leave Boulogne by the tidal Trains, but he must wait for the next ordinary Train.

	" "	c *Via Calais per Str. direct from London Bridge*, Str. direct to Calais, p. 198; Rail to Lille, Amiens, Paris, pp. 12 & 13.....	1 8 0	1 4 0	0 14 0
	" "	d *Via Boulogne*, Steam direct to Boulogne, p. 197; Rl. to Abbeville, Amiens, Paris, p. 18	1 8 0	1 4 0	0 14 0
	" "	e *Via Dieppe, per South Coast Railway Co.*, Rail to Brighton, Newhaven; Steamer to Dieppe, p. 203; Rail to Rouen and Paris, p. 20	1 8 0	1 0 0	0 16 0
	" "	f *Via Havre, per South Western Rl. Co.*, Rl to Southampton, Str. to Havre, p. 207; Rl. to Rouen & Paris, p. 20	1 8 0	1 0 0	0 16 0
	" "	g Steamer direct from London to Havre, p. 198; Paris, p. 20.....	1 8 0	1 0 0	0 24 0
	" "	h *Via Brussels*, No. 11 e to Brussels; thence per Great Luxembourg Rail to Paris, p. 73	2 15 8	2 2 6	0 20 0
	" "	i *Via Cologne and The Rhine*, to Baden-Baden, see No. 86, Routes to; thence per rail to Strasburg and Paris	8 10 1	6 0 11	2 16 0

NOTE.—The FARES *via* Paris or Cologne to places beyond those cities, are calculated at the rates of the direct through Fares by Express Trains; but we give the Fares by all the other Routes as well, so that any person can select the one which offers the greatest attraction, and travel by Express or Ordinary Train, as he thinks proper.

The Through Tickets may afford some convenience to a traveller going direct to his destination; but to persons making a rambling or discursive tour on the Continent, "fancy led," they are an inconvenience, as they preclude the holder from deviating from the prescribed Route; for a Tourist once in possession of such a ticket is no longer free—the ticket, and not his will, must be his guide, as it obliges the traveller to follow the route it indicates.

62	**Palermo**.....(Sicily)	See No. 58, Routes to Naples.....	13 10 0	10 10 0	6 6 0

Itinerary of Through Routes from London—*Continued.*

No.	*From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Approximate Time. D. H. M.
63	**Parma** .....(Italy)	See No. 55, Routes to Milan	11 0 0	8 0 0	3 12 0
64	**Pesth** .....(Hungary)	*Via Vienna*, select from No. 77, Routes to; thence per rail, p. 142, to Pesth	10 0 8	7 5 0	3 12 0
65	**Prague**.....(Austria)	*Via Cologne*, select from No. 17, Routes to; Rail thence via Dresden or Berlin, see page 300	8 7 2	5 10 7	2 16 0
66	**Rome**.....(Italy)	a *Via France*, select from No. 61, Rtes. to Paris; Rl. to Marseilles, pp 44 & 46; Str. to Civita Vecchia, p. 200; Rl. to Rome ...	10 18 0	12 10	4 0 0
	,, ,,	b *Via France*, select from No. 60, Routes to Paris; Rail to Marseilles p.p. 44 & 46; Dil. to Nice, Genoa, Pisa; Rail to Florence; Diligence to Rome	12 15 0	9 6 11	6 0 0
	,, ,,	c *Via France*, select from No. 61, Routes to Paris; Rail to Macon, Amberieu, Culoz, p 44; St. Joan de Maurienne, p. 157; Dil. over Mount Cenis to Susa; Rail to Turin, Genoa; • Steamer to Civita Vechia; Diligence to Rome	16 10 0	11 10 0	5 0 0
	,, ,,	d *Via Switzerland*, select from No. 55, Routes to Milan; Rail to Genoa; Steamer to Civita Vechia; Rl. to Rome	12 15 0	9 6 5	5 0 0
	,, ,,	e *Via Trieste*, select from No. 77, Routes to Vienna; 75 to Trieste; Steamer to Ancona, p. 210; Dil to Rome.....	14 1 7	9 15 9	6 0 0
67	**Rotterdam** ...(Holland)	a Steamer direct from London, p. 198	1 10 0	0 17 6	0 18 0
	,, ,,	b Routes. No. 1, to Antwerp; thence per Rail to Rotterdam p. 80	2 14 6	2 1 0	0 20 0
68	**Rhine, The**.....	a *Via Cologne*, select from No. 17, Routes to; ascend Rhine per Steamer, p. 186; or by Rail to Bonn, Remagen, Coblentz. p. 88; Steamer to Biugen, Mayence, &c.	... ...	... ...	0 30 0
	,,	b *Via Paris*, select from No. 61, Routes to; then refer to Itinerary under that place, p. 264, for Rts. to Frankfort & the Rhine	... ...	... ...	0 28 0
	,,	c *Via Routes to Rotterdam*, No. 67; ascend the Rhine per Str., or per rail to Cologne	... ...	... ...	0 36 0
69	**Ruhrort**.....(Rhine)	*Via Aix-la-Chapelle*, see No. 82, thence per rail, see page 85.....	... ...	... ...	... ...
70	**Stettin**..... (Prussia)	a *Via Cologne*, select from No. 17, Rtes. to; see Itinerary, thence p. 300, for routes to Berlin; Rail thence to Stettin, p. 116 ...	6 12 0	5 5 0	0 40 0
	,,	b *Via* Rotterdam, No. 67; thence by Oberhausen to Stettin.....	... ...	... ...	... ...
71	**Stockholm** ...(Sweden)	*Via Stettin*, see No. 70; thence per Str. to Stockholm p. 209...	7 10 0	6 0 0	2 10 0
72	**St. Petersburg** (Russia)	a *Via Cologne*, select from No. 17, Routes to; see Itinerary p. 300, for Rte. to Berlin and p. 327 for Rte to St. Petersburg	15 0 10	10 2 9	6 0 0
	,, ,,	b *Via Rotterdam*, select from No. 67, Routes to; Rail to Oberhausen, p. 70; Rail to Berlin, &c., pp. 96, 103, 105, 115	14 1 11	8 16 10	6 0 0
73	**Stuttgardt**(Wurtemb'rg)	*Via Frankfort.* Select from No. 30 Rtes. to; thence *via* Heidelberg p. 91 Bruschal, p. 94; Stuttgardt. p 130.....	6 12 0	4 11 0	2 0 0
74	**Tours**.....(France)	*Via Paris*, select from No. 61, Rtes. to; thence rail to Orleans and Tours, pp. 27 & 34.....	4 2 6	2 19 3	0 19 0
75	**Trieste** .....(Hungary)	*Via Vienna*, select from No. 77, Rtes. to; Rl. to Trieste, p. 144	12 11 7	8 15 3	3 18 0
76	**Turin** . ... (Sardinia)	As per Rtes. to Florence No. 29. Fares about £3 less to Turin.			

NOTE.—Travellers or families are enabled to cross Mount Cenis from either side, by hiring a carriage at Susa or St. Joan de Maurienne, for 80 francs, and posting the whole distance, in fine weather in about 14 hours, or by taking a vetturino for 200 frs., sleeping one night at Lauslebourg at the foot of the mountain on the Savoy side.

77	**Vienna** .....(Austria)	a *Via Cologne*, select from No. 17, Routes to; thence as per Itinerary of Routes from Cologne for Vienna, p. 309	9 2 9	6 9 3	0 74 0
	,, ,,	b *Via Rotterdam*, select from No. 67; Rail to Oberhausen, p. 82; Rail thence as in Itinerary under Cologne, p. 300.....	7 6 11	4 19 5	0 80 0
	,, ,,	c *Via Hamburg*, Steamer direct from London, No. 35; Rail to Berlin, p. 106, and Vienna, pp 121 and 123	6 9 5	4 8 6	0 90 0
78	**Venice** .....(Lombardy)	a *Via France*, select from No. 61, Routes to Paris; thence as per Itinerary from Paris, p. 264, to Milan; Rl. to Venice, p. 167.	11 9 5	6 3 6	3 12 0
	,, ...	b *Via Switzerland*, select from No. 7, to Bale; thence as per Itinerary from Bale to Milan, p. 344; Rl. to Venice, p. 264.....	9 7 7	7 0 0	4 0 0
	,, ...	c *Via Trieste*, see No. 75; Steamer to Venice	13 8 7	9 7 11	4 12 0
79	**Warsaw**..... (Poland)	*Via Berlin*, see No. 8, Routes to; Rail to Breslau, p, 121; to Szczakowa, p. 123; to Warsaw, p 124.....	9 16 0	6 11 0	3 0 0
80	**Waterloo**.....(Belgium)	a Routes No. 11, to Brussels; Mail Coach thence to Waterloo, page 280	2 7 10	1 16 8	0 16 0
81	**Zurich**.....(Switzerland)	*Via Bale*, select from No. 7, Routes to; Dil. to Zurich, p. 216...	6 7 9	4 14 5	2 2 0

Part II.] GENERAL TABLE OF SKELETON THROUGH ROUTES [Part II.

From LONDON to the principal **Baths and Watering Places** on the Continent.

Indicating the most direct Routes to each place, the Fares, the means of Conveyance, the time on the Journey, and describing the properties and qualities of the Mineral Waters.

ABBREVIATIONS:—Rl. rail; Str. steamer; Dil. diligence; Rtes. routes; Sta. tation; Om. omnibus.

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	2 class. £ s. d.	Approximate Time. D. H. M.
82	**Aix-la-Chap.** (Prussia)	Hot sulphureous springs, and sources of saline and chalybeate waters; the first for curing diseases of the skin, rheumatism, gout, &c.; the second for curing disorders of the digestive organs.			
	" "	Rtes., select from No. 17, Rtes. to Cologne; deducting two hours less time (7s. 6d. from 1st cl., and 5s. 6d. from 2nd cl.) will give the time and fares to Aix-la-Chapelle by the Rtes. through Belgium	3 6 3	2 7 7	0 17 30
83	**Aix,** in France (Provence)	Warm, mineral waters of no repute.			
	" "	Rte. select from No. 61, Rtes. to Paris; Rl. to Marseilles, pp. 44, 46; Rognac Sta.; Rail to Aix, p. 46.	6 17 0	5 4 0	0 40 0
84	**Aix-les-Bains**...(Savoy)	Mineral springs, warm and sulphureous, reputed good for correcting derangement of the digestive organs.			
	" "	Rte. select from No. 61, Rtes. to Paris; Rl. thence to Macon, p. 44; Rail to Amberieu and Culoz, p. 50, thence per Rail to Aix, p. 157	5 16 6	4 5 3	0 26 0
85	**Alexandersbad** ..... (Prussia.)	Saline waters, impregnated with carbonic acid gas; tonic and strengthening; taken after the water of Carlsbad.			
	"	Rte. select from No. 30, Rtes. to Frankfort; Rl. thence to Bamberg, p. 132; to Neuenmarkt, p. 133; Rl. to Bayreuth, p. 134	6 16 0	4 17 0	2 5 0
86	**Baden-Baden** ..... (Duchy of.)	Hot springs of saline-chalybeate waters, efficacious in curing disorders of the digestive organs. Most fashionable and delightful of German watering places.			
	"	a Rtes. select from No. 17, Rtes. to Cologne; then as per Itinerary under that place, p. 300, of the Rtes. to Baden-Baden.	4 19 0	3 9 11	0 26 0
	"	b Rtes. select from No. 61, Rtes. to Paris, then as per Itinerary under that place, page 264, of Rte. to Baden, via Strasbourg	5 10 0	4 0 0	1 16 0
87	**Baden**.....(Breisgau)	Warm sulphureous waters for baths, in rheumatism, gout, &c.			
	" "	Rtes. select from No. 7, Rtes. to Bale; Rl. to Baden, page 94	6 4 3	5 12 3	2 0 0
88	**Baden** .....(Austria)	Warm sulphureous springs, impregnated with carbonic acid gas. Baths efficacious for cutaneous diseases, gout, or rheumatism.			
	" "	Rtes. select from No. 77, Rtes. to Vienna; Rl. thence to Baden station, p. 144	9 3 5	6 10 0	3 12 0
89	**Bad Oeynhausen** ..... (Prussia)	Hot springs of Saline waters containing carbonic acid, carbonate of lime, &c.; efficacious in curing stiff joints, crippled limbs from gout or rheumatism; also disorders of the digestive organs, and possessing other valuable medicinal properties			
	" "	Rtes. select from No. 19 Rtes. to Cologne, thence per Rail.....	5 2 0	3 11 0	0 20 0
90	**Bagnerres de Bigorres** .....(Pyrennees)	Warm springs, saline, sulphureous and chalybeate, aperient and tonic. The waters of the Salut are most efficacious in rheumatism, gout. &c.			
	" "	Rte. select from No. 61, Rtes. to Paris; Rl. to Bordeaux and Bayonne, pp. 34 & 39; Dil. to Pau, Tarbes and Bagnerre de Bigorres	7 1 6	5 5 1	2 0 0
91	**Bagnerres de Luchon** ..... (Pyrennees)	The waters are sulphureous, saline, and ferruginous; good for rheumatic complaints, paralysis, and cutaneous disorders, but are injurious in nervous diseases, and to persons of sanguine temperament.			
	" "	Rte. select from No. 90, same as to Bigorres only adding Dil. to Pau and Bagnerres de Luchon (instead of Bigorres).	7 3 0	5 9 0	2 0 0
92	**Biarritz** (Near Bayonne)	Delightful sea-bathing.			
	" "	Rtes. see No. 9, Rtes. to Bayonne; Dil. to Biarritz. (In 1 hour)	7 0 0	4 15 0	0 24 0
93	**Bruckenau**..... (Near Kissengen.)	Purest chalybeate waters: tonic and strengthening effect on weak stomachs; waters full of carbonic acid, sparkle like champagne; delicious for baths.			
	"	Select from No. 30, Rtes. to Frankfort; Rl. thence to Gemunden Sta. p. 132; Dil. thence to Kissengen and Bruckenau.	6 15 0	4 5 0	2 0 0
94	**Cannstadt** ..... (Wurtemburg)	Mineral springs, containing carbonic acid, sulphur, salts and iron; efficacious for curing disorders of the digestive organs.			
	"	Rte. select from No. 30, Rtes. to Frankfort; Rl. thence via Bruschal and Stuttgard to Cannstadt Sta. p. 94 & 130	6 8 5	4 10 6	2 0

Itinerary of Through Routes from London—*Continued.*

No.	* From LONDON to	† The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	Approximate Fares. 2 class. £ s. d.	Approximate Time. D. H. M.
95	**Carlsbad** .....(Bohemia)	The most aristocratic watering place in Europe. Hot springs containing sulphate of soda, and carbonate of soda, &c.; efficacious in curing chronic complaints of the liver and kidneys, and many other diseases.			
	"	Rtes select from No. 17, Rtes. to Cologne; thence per rail to Hamm, p. 86; Cassel, 99, Eisenach, 120; Coburg, 116; Hof, 132; Dil. thence to Carlsbad	7 1 8	5 5 10	2 6 0
96	**Cauterets** (Pyrennees)	Sulphur springs, useful in chronic complaints, the early stage of consumption, rheumatism, asthma, indigestion, diseases of the skin and nerves.			
	" "	Rte, see No, 113, Rte, to Pau; Dil, thence by Lourdes to Cauterets	7 10 0	5 15 0	2 6 0
97	**Eaux-Bonnes** ..... (Pyrennees)	Hot sulphur springs, beneficial in chronic affections, intermittent fevers, skin diseases, earl consumption.			
	"	Rte Select from No. 113, Routes to Pau; thence per Dil. to Eaux Bonnes, 26 miles	7 2 0	6 0 0	2 4 0
98	**Eaux-Chaudes**..... (Pyrennees)	Sulphur and other hot springs, good for cure of rheumatism, paralysis, and derangement of the viscera.			
	"	Routes Select from No. 113, Rtes to Pau; thence per Dil. to Eaux Bonnes and Eaux Chaudes	7 6 0	6 4 0	2 8 0
99	**Ems** .....(Near Coblentz)	Warm springs of water, containing carbonic acid, carbonate of lime, &c, beneficial in affections of the chest, and peculiarly efficacious in female complaints.			
	" "	Rte, select from No. 17, Rtes. to Cologne; see Itinerary thence, p 300, for Rte. to Lahnstein; Rail to Ems	3 10 1	2 11 6	0 30 0
100	**Gais** .....(Switzerland)	Mineral springs, much frequented in summer for its Molkenkur, or whey cure, the milk being drunk warm from the cow, and found beneficial in cases of weak digestion and diseased lungs.			
	"	Rte. select from No. 7, Rtes to Bale; Rail to Zurich, p. 151; Rl. to St. Gall p 155, 154; Dil. to Gais	6 2 0	4 12 6	2 0 0
101	**Heinreichsbad** ..... (Nr. St. Gall, Switzerland.)	Waters strongly impregnated with iron and carbonic gas, beneficial in diseases of the chest. There is also a whey cure.			
	" "	Route, select from No 7, Routes to Bale; Rl. to Zurich; Rail to St. Gall p 155, 154; diligence thence to Heinreichsbad ...	6 4 0	4 14 0	2 0 0
102	**Homburg** ..... (Near Frankfort.)	Mineral springs—saline and ferruginous, and possessing valuable medicinal properties—highly beneficial in restoring the tone of the digestive organs.			
	"	Route, select from No. 30, Routes to Frankfort; thence per dil. every hour (in one hr.) to Homburg; or by rail, p 92....	3 16 9	3 14 10	0 37 0
103	**Ischl**.....(Near Vienna)	Saline vapour baths—sulphurous springs—beneficial in diseases of the chest. Delightful and fashionable watering place.			
	" "	Route, select from No. 73, routes to Vienna; dil. to Ischl.	10 11 3	8 10	3 4 0
104	**Kissingen**.....(Bavaria)	The *Rakoczy* and Pandur Brunnen (springs), saline and chalybeate—tonic and aperient. The Maxbrunnen (spring) is acidulous as ' alkaline, cooling and diuretic. Both highly beneficial in during disorders of the digestive organs.			
	" "	Route, select from No. 30, routes to Frankfort; Rl, to Gemunden Sta , p. 132; Dil. thence to Kissengen	6 7 9	4 11 6	0 0 0
105	**Kreuth** ..... (Bavaria)	Celebrated for its sulphureous and mineral waters, vapour and douche baths, goats' whey and medicinal herbs. Delightfully situated for health-restoring walks.			
	" "	Route, select from No. 30, routes to Frankfort: thence per rail to Munich, pp. 132 & 133; Dil to Kreuth, p. 234	8 0 0	5 10 0	2 12 0
106	**Leuk**..... (Switzerand)	Saline springs. The waters are drunk and bathed in, being excellent for weak nerves, palsy, diseases of the skin, and many chronic complaints. Patients of both sexes bathe together. Curious spectacle.			
	" "	Route, select from No. 7, routes to Basle; Rl. to Berne, pp. 151 & 149; Dil. to Thun, Interlachen and Leuk.....	7 0 0	5 3 0	2 12 0
107	**Lucca**..... (Italy, Duchy of Parma)	Hot sulphureous springs, supplying large Bathing Establishments; baths highly beneficial in cutaneous disease.			
	" "	Route, select from No. 45, routes to Leghorn; Rl. to Pisa, p 168; Rl. to Lucca, p. 169.....	10 0 0	0 0	3 0 0
108	**Madeira** .....(Island of)	Mild, warm climate, recommended to invalids suffering from diseases of the chest, but too relaxing for persons in health accustomed to a colder bracing climate.			
	"	*Via* Liverpool, rail to; thence by steamer, African Steam Packet Company, page 197	26 17 6	21 10 6	8 12 0
109	**Marienbad** ...(Bohemia)	Two saline purgative springs, another less salt, containing more carbonic acid, excellent in bilious complaints. Gas baths of great efficacy in local disease of the joints, &c. ...			

Itinerary of Through Routes from London—*Continued.*

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class. £ s. d.	Approximate Fares. 2 class. £ s. d.	Approximate Time. D. H. M.
110	**Marienbad**—*continued.*	Route, select from No. 95, routes to Carlsbad; thence per diligence to Marienbad, 23½ English miles	7 2 0	5 7 0	2 4 0
111	**Montpellier** ...(France)	An ungenial, dusty, watering place in the south of France; too much exposed to the dry cold winds of the Mistral to be suitable to patients suffering from diseases of the chest.			
	"	Route, select from No. 61, routes to Paris; rail thence, pages 44 &46, to Tarascon Sta.; rail thence to Montpellier, page 48	6 17 6	5 0 9	0 40 0
112	**Nice** .....(Savoy)	At the foot of the Alps, finely situated on the shore of the Mediterranean; mild, beautiful climate, exquisite scenery, fine sea bathing.			
	" "	a Route, select from No. 61, routes to Paris; thence per rail to Marseilles, pp. 44 & 46; steamer to Nice, page 201	8 2 0	5 18 3	2 6 0
	" "	b Route, select from No. 61, routes to Paris; thence per rail to Marseilles, pp. 44 & 46; dil. to Draguignan and Nice, see page 233	8 9 6	6 6 2	2 17 0
113	**Pau**..... (Near Bayonne)	Soft and beautiful climate for winter residence. Within view of the Pyrennees, best head-quarters for visiters intending to explore them.			
	"	Route, select from No. 9, routes to Bayonne Dax sta; thence per diligence to Pau	6 15 0	5 10 0	1 14 0
114	**Pfeffers** ...(Switzerand)	Hot saline and sulphureous springs, taken internally beneficial in stomachic debility; when bathed in efficacious in curing rheumatism, chronic diseases, &c. An extraordinary place.			
	" "	Route, select from No. 7 to Basle; Dil. to Zurich; steamer to Ragatz; thence per diligence to Pfeffers	6 15 10	6 2 1	0 49 0
115	**Pierrefonds** ..... (Near Compeigne)	Small picturesque village. Sulphureous mineral waters, beneficial in disease of the lungs.			
	"	Route, select from No. 61, routes to Paris Creil Sta.; rail to Compeigne, p. 16; dil to Pierrefonds	3 12 0	2 15 0	0 17 0
116	**Pyrmont**...(Westphalia)	Springs possessing valuable medicinal properties; chalybeate impregnated with carbonic acid gas; saline and acidulous, tonic and aperient, curative of disorders of the digestive organs			
	" "	Route, select from No. 17, routes to Cologne; thence per rail to Herford, page 86; diligence to Pyrmont	4 19 9	3 10 0	0 20 0
117	**Schintznach** ... . (3 miles from Brugg)	The most frequented baths in Switzerland. The water contains sulphuretted hydrogen, &c., and is beneficial in chronic scrofula, various female disorders, diseases of the joints, &c.			
	" "	Route, select from No. 7, routes to Bâle; Dil. via Zurich and Brugg to Schintznach	6 5 7	4 12 6	2 0 0
118	**Schlangenbad** ..... (Brunnen of Nassau)	Situated within a few miles of some of the most beautiful scenery of the Rhine. The Baths possess celebrated cosmetic properties in high repute. "Dans ces bains on devient amoureux de soi-meme."			
	" "	Route, select from No. 17, routes to Cologne; see Itinerary p. 300, for Rte. to Wiesbaden; Dil. to Schlangenbad	4 10 0	3 3 0	0 30 0
119	**Schwalbach** ..... (The Rhine)	Celebrated in the "Bubbles from the Brunnen." The waters contain iron and carbonic acid, and are bracing and strengthening in a high degree.			
	"	Route, select from No. 17, routes to Cologne; thence as per Itinerary under that place, p. 300, for routes to Wiesbaden; thence per diligence to Schwalbach	4 6 9	3 3 0	0 30 0
120	**Spa** .....(Belgium)	Chalybeate waters; beneficial in disorders of the digestive organs. In nervous and uterine affections, and in liver complaints they are invaluable Kursaal or Redoute.			
	"	Route, select from No. 11, Routes to Brussels; then refer to Itinerary under that place, p. 278, for Routes to Spa	2 13 3	1 19 5	0 20 0
121	**Stachelberg** (Switzland)	Superbly situated. Alkaline sulphureous springs; strong and efficacious—more used for drinking than bathing			
	"	Route, select from No. 7, to Basle; Rl. to Zurich, page 151; steamer to Ragatz; diligence to Stackelberg	6 0 0	5 5 0	2 0 0
122	**St. Gervais** .....(Savoy)	"A little fairy spot in a beautiful valley." Hot mineral waters; "combining the heat of Bath with the qualities of Harrogate," containing iron and sulphur.			
	" "	Route, select from No. 31, Routes to Geneva; thence per dil. to St. Gervais	7 3 2	4 1 6	2 12 0
123	**St. Sauveur**(Pyrennees)	A picturesque watering place, in a Swiss like spot, near woods and falls, and 2500 feet above the sea. These waters are milder than those of Bareges, and the situation infinitely more agreeable. They are much used by ladies for spasmodic, nervous, and other complaints.			
	" "	Route, select from No. 113, routes to Pau; thence by dil.	8 0 0	6 10 0	2 12 0

Itinerary of Through Routes from London—*Continued.*

No.	* From LONDON to	* The Homeward bound Traveller must reverse the Routes.	Approximate Fares. 1 class £ s. d.	Approximate Fares. 2 class. £ s. d.	Approximate Time. D. H. M.
124	**Teplitz** .....(Bohemia)	Hot springs of alkalo-saline waters; almost exclusively used for baths; taken exceedingly hot; curative of stiff joints, crippled limbs, from gout or rheumatism			
	,, ,,	Route No. 27, to Dresden; Rail to Teplitz, pages 136, and 138.....	7 7 0	6 0 0	2 0 0
125	**Vichy** .....(France)	One of the most frequented watering-places in France; mineral springs, acidulous and alkaline; efficacious in chronic complaints of the liver and digestive organs, diseases of the kidneys, and urinary organs, gout, &c.			
	,, ,,	Route, select from No. 61, Routes to Paris; Rail via Orleans to Le Guetin, station for Vichy, page 32	4 15 6	3 11 9	2 4 0
126	**Warmbrun** ...(Prussia)	Warm sulphureous and alkaline springs; beneficial in gout and rheumatism. Public Baths, common to bathers of both sexes. Central for making excursions among the Riesenberge—giant mountain of Bohemia.			
	,, ,,	Route, see No. 8, Route to Berlin; thence per Rail to Breslau, p. 121; Rail to Freiburg, p. 122; Dil. to Warmbrun	7 10 0	6 10 0	5 6 0
127	**Weissbad** (Switzerland)	Mineral springs. Cure of goat's whey			
	,, ,,	Route, select from No. 7, Routes to Bale; Rail thence to Zurich, p. 151, Rl. to St. Gall, p 155 and 154; Dil to Appenzell and Weisbad	6 16 0	5 0 0	2 10 0
128	**Wiesbaden**	Hot springs of chalybeate waters, impregnated with iron; beneficial in cutaneous diseases, stiffness of joints, &c.			
	,,	a Route, select from No. 17, to Cologne; thence per Steamer to Bieberich; Rail to Wisbaden, p. 90.....	4 4 0	3 0 0	0 30 0
	,, ,,	b Select from No. 61, Rtes. to Paris; see Itinerary thence p 264 for Routes to Frankfort: Rail to Wiesbaden, p. 90	6 0 0	4 7 1	0 40 0
129	**Wildbad** ..... (Near Stuttgardt)	Hot springs; beneficial for rheumatism or gout, diseases of the joints, &c., and also for diseases of the skin			
	,,	Route, select from No. 30, Routes to Frankfort; thence per Rail to Stuttgart, pp. 94 and 130; Diligence to Wildbad, p. 239...	5 13 9	4 15 2	2 12 0

130 Tour through Saxon Switzerland.—Route, see No. 19, Routes to Cologne; thence to Dresden, Route No. 28.

,, (a) Dresden, Rail to Prague. Dotscha Sta. for the Bastei—splendid view; carriage road to Schandau, fine landscapes; Hochstein promontory; Kuhstall, view of the valley.

,, (b) Or by steamer down the Elbe from Schandau, landing at Libenstein, Konigstein, the Bastei, &c.

131 Tour through the Pyrennees.—Route, see No. 107, Route to Pau. 1st Excursion from Pau to Lourdes, Cauterets, Val de Jarret, and Lac de Gaube, 42 Eng. miles; to Luz and St. Sauveur, 43½ Eng. miles, beautiful scenery; to Bareges, 46¾ English miles.

,, Pau to Bagneres de Bigorres, 37 Eng. miles; thence to Luchon by Tarbes, 48 Eng. miles. Excursions to the Val de Lys, Port de Vanesque, and Val d'Aran.

,, Pau to Oleron and the Val d'Aspe. Pau to Eaux Bonnes and Eaux Chaudes, 26 Eng. miles. Excursion to the Pic du Midi d'Ossau, Plateau of Bioux Artiques.

132 Tour through the Tyrol—Tour, Innsbruck to Schonberg, Steinach, Sterzing, Meran, Bozen, Trent, Roveredo, Riva, Val de Sol, Bormio, Prad, Reid, Stuben, Bludenz, Bregenz.

,, (a) Routes, select from No. 30, Routes to Frankfort; thence per Rail to Munich; Dil. to Innsbruck.

,, (b) Rtes., select from No. 7, Routes to Bale; thence to Lindau or Bregenz; Dil to Innsbruck.

133 Odessa, Crimea, &c.—The following is an excellent trip. London to Vienna (see Routes 73, p. 9); Vienna to Pesth by Rail; Pesth, down the Danube by the Austrian Danube Co., page 162, to Odessa (excellent boats and provisions); Odessa to the Crimea and back, 10 days (good boats); Odessa to Constantinople; then, per the Mediterranean, back to Trieste.

N.B.—The road between Trieste and Vienna should be seen, for Styria is as beautiful as any part of Europe. The Passage of the Simmerary is magnificent in scenery, and wonderful as a work of art.

Trieste to Venice, per Steamer daily; Venice to Genoa, visiting the principal towns in Northern Italy; Genoa to Marseilles; Marseilles to Paris and London.

New Routes to the Rhine, Switzerland, The Tyrol, Italy, The Watering-places on the Rhine, The Baths of Southern Germany, &c.—Via Ostend or Antwerp to Brussels, thence by Great Luxemburg Railway to Namur, Arlon, Luxemburg, whence travellers can proceed by Treves down the Moselle to Coblentz, or by train to Thionville, the junction station of the Strasburg Railway, and thence via Metz to Frankfort, or to Strasburg and Bale. This is a most interesting Route for Travellers who have hitherto taken the Route via Paris or Cologne.

For Itinerary of Routes from **Bale** to the principal Cities in Europe, see Page **344.**

For	do.	do.	**Berlin**	do.	do.	see ,,	**321.**
For	do.	do	**Brussels**	do.	do.	see ,,	**278.**
For	do.	do.	**Cologne**	do.	do.	see ,,	**300.**
For	do.	do.	**Frankfort-on-the-M.**	do.	do.	see ,,	**315.**
For	do.	do.	**Geneva**	do.	do.	see ,,	**349.**
For	do.	do.	**Paris**	do.	do.	see ,,	**264.**

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OMNIBUSES.

Paris, Sevres, and St. Cloud ..... Page 19.

FRENCH LINES.

Paris time, which is 9¼ minutes before London time, is kept on all the French Railways. English money is received at the station at Boulogne.

Passengers should be at the Stations 5 minutes before the hour of departure. Luggage should be brought at least 15 minutes before the departure of the trains, and it must be legibly directed. Each passenger is allowed 65lbs. of luggage; all above this weight is charged for.

Northern of France.—CALAIS TO PARIS.—Chemin de Fer du Nord.

[6925

Eng. Miles	Fares to Paris. 1st Class	2nd Class	3rd Class	STATIONS.	1 1,2,3 Class	2 1 & 2 Ex.	3 1,2,3 Class	4 1 & 2 Class	5 1,2,3 Class	6 1,2,3 Mixt. Class	‡7 1 & 2 Class	8 1,2,3 Class	9 1st Ex.	10 1,2,3 Class	11 1 & 2 Ex.	12 1,2,3 Class	13 1,2,3 Class	14 1,2,3 Class	15 1,2,3 Class	16 1 & 2 Class
					a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
				Calais ..... dep.	...	2 + 0	...	...	...	...	...	...	...	...	2 0	...	...	...	...	...
				Saint Pierre-les-Calais ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
				Ardres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
				Audruicq	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
				Watten	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
				Saint-Omer	...	...	...	...	...	...	...	...	...	...	2 50	...	...	...	...	...
				Eblinghem	...	...	...	...	...	...	...	...	...	...	3 14	...	...	...	6 45	...
				Hazebrouck ..... arr.	...	3 2	...	...	...	...	...	...	...	...	...	...	...	...	6 20	...
					a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
				Dunkirk ..... dep.	...	...	...	...	7 30	7 45	...	...	...	...	1 45	...	...	...	...	...
				Bergues	...	...	...	...	...	7 45	...	...	...	...	2 1	...	...	...	...	...
				Esquelbecq	...	...	...	...	...	7 56	...	...	...	...	2 16	...	...	...	...	...
				Arneeke	...	...	...	...	...	8 10	...	...	...	...	2 28	...	...	...	...	...
				Cassel	...	...	...	...	...	8 21	...	...	...	...	2 40	...	...	...	...	...
				Hazebrouck . arr.	...	...	...	...	...	8 33	...	...	...	...	2 55	...	...	...	...	...
					a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
				Hazebrouck .....dep.	...	...	...	...	9 40	9 40	9 25	...	...	...	2 18	...	...	...	6 55	9 14
				Strazeele	...	...	...	...	...	9 50	* * *	...	...	...	2 37	...	...	...	7 6	...
				Bailleul	...	...	...	...	...	9 57	* * *	...	...	...	...	...	...	...	7 22	9 31
				Steenwerck	...	...	...	...	...	9 9	* * *	...	...	...	...	...	...	...	7 31	...
				Armentieres	...	...	...	...	...	9 23	* * *	...	...	...	3 35	...	...	...	7 45	9 50
				Perenchies	...	...	...	...	...	9 34	* * *	...	...	...	...	...	...	...	8 2	...
				Bifurcation	...	...	...	...	...	...	10 32	...	...	...	...	...	...	...	...	10 10
				Lille (*Buffet*) ..... arr.	...	...	...	...	...	9 50	10 49	...	...	...	...	4 15	...	...	...	6 20	10 20
					a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
				Mouscron (fr.) dp.	...	...	...	...	...	...	...	11 15	...	12 45	3 0	...	4 50	5 50	6 35	9 0
				Tourcoing	...	...	...	...	...	...	11 25	...	...	12 55	3 10	...	5 0	6 0	7 10	9 10
				Roubaix	...	...	...	...	...	...	...	...	...	1 2	3 17	...	5 7	6 7	7 25	9 17
				Lille ..... arr.	...	...	...	...	...	...	...	...	...	1 20	3 35	...	5 25	6 25	7 45	9 35
					a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
				Lille ..... dep.	...	3 40	...	...	6 0	...	10 25	2 0	11 25	...	1 35	...	...	6 20	8 45	10 5
				Bifurcation	...	3 54	...	...	...	...	10 40	...	...	...	...	...	...	...	...	10 23
				Seclin	...	...	...	...	6 18	...	10 53	2 19	...	...	...	...	6 39	9 5	...	...
				Carvin	...	...	...	...	6 27	...	11 4	2 29	11 43	...	...	...	6 46	...	...	...
				Le Forest	...	...	...	...	6 42	...	...	2 45	...	...	...	...	7 2	...	...	...
				Douai (*Buffet*) ..... arr.	...	4 31	...	...	6 55	...	11 30	3 0	12 10	...	...	...	7 15	9 40	11 10

* Stops to set down passengers only.

The Express trains receive neither horses nor carriages.
Train 7, only as far as Douai.

Northern of France.—PARIS AND CREIL TO BEAUVAIS.—Chemin de Fer du Nord.

Eng. Miles	Fares 1st class	2nd class	3rd class	Stations.	Trains. 1 1,2,3	2 1,2,3	3 1,2,3	4 1 & 2	5	6	7	8	9	10	11
Dia.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.							
42	7 0	5 30	3 85	PARIS (page 14) .....dep	9 15	1 15	7 15	9 50	...	...	...	...	...	...	...
37	9 10	6 1	4 45	Creil.....dep	9 32	1 32	7 32	10	...	...	...	...	...	...	...
31	9 85	6 65	4 85	Clrcs-les Mello	9 41	1 44	7 44	10 19	...	...	...	...	...	...	...
34	9 35	6 5	5 15	Mouy	9 53	1 53	7 53	...	...	...	...	...	...	...	...
36	9 70	6 [illegible]	5 35	Hellies	9 59	1 59	7 59	10 34	...	...	...	...	...	...	...
44	10 45	7 90	5 75	Hermes	10 12	2 12	8 12	...	...	...	...	...	...	...	...
45	10 [illegible]	7 90	5 75	Rochy-Conde	10 25	2 25	8 25	11 0	...	...	...	...	...	...	...
				Beauvais ..... arr.											

1st class Express

For Boulogne and Amiens Line, see page 13.

| | | |

SPECIAL SERVICE between PARIS, SAINT-DENIS, ENGHIEN,

	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
Paris...dep.	7 0	7 30	8 30	9 30	10 30	11 30	12 0	1 30	2 30	3 30	4 5	4 30	5 5	5 30	6 0	6 30	7 30	8 30	10 0	12 30
Saint-Denis	7 12	7 42	8 42	9 42	10 42	11 42	12 12	1 42	2 42	3 42	4 17	4 42	5 17	5 42	6 12	6 42	7 42	8 42	10 12	12 42
Epinay	7 17	7 47	8 47	...	10 47	11 47	...	...	2 47	3 47	4 23	4 47	5 23	5 47	6 19	6 47	7 47	8 47	...	12 47
Enghien	7 24	7 53	8 54	9 50	10 51	11 53	12 20	1 59	2 51	3 53	4 28	4 51	5 25	5 54	6 25	6 53	7 54	8 53	10 50	12 53
Ermont	7 31		9 1		11 1				3 1			5 1		6 1			8 1			
Franconville	7 38	Stop	9 8	Stop	11 8	Stop	Stop	Stop	3 8	Stop	Stop	5 8	Stop	6 8	Stop	Stop	8 8	Stop	...	Stop
Herblay ...	7 45		9 15		11 15				3 15			5 15		6 15			8 15		...	
Pontoisear.	8 0	...	9 30	...	11 30	...	...	...	3 30	...	...	5 30	...	6 30	...	...	8 30	...	...	...

For Trains passing Longueau and Fives, the hours of departure are those of a special Train conveying travellers from the interior Station, who must take the Trains at the bifurcation. The hours of departure are therefore before those of arrival. Trains 4, 6, 9, 13, 15, & 18 pass at the bifurcation of Longueau, & Nos. 4, 5, & 13, at that of Fives.

* Stops when required to take up Passengers only.

Northern of France.—PARIS TO CALAIS.—Chemin de Fer du Nord. [6925

English Miles.	Termini—24, Place Roubaix.	1 1,2,3 Class	2 1,2,3 Class	3 1,2,3 Class	4 1st Class Ex.	5 1,2,3 Class	6 1,2,3 Third Class	7 1,2,3 Class	8 1,2,3 Class	9 1 & 2 Class	10 1,2,3 Class	11 1,2,3 Class	12 1,2,3 Class	13 1st Class Ex.	14 1 & 2 Class	15 1 & 2 Class	16 1,2,3 Class	17 1,2,3 Class	18 1,2,3 Class
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
	Paris per Pontoise dep	...	6 0	...	8 0	...	10 15	10 39	12 30	1 0	2 0	4 0	5 0	7 40	9 0	9 30	...	11 15	...
	" per Chantilly "	...	*	...	...	...	...	10 42	12 42	1 45	...	4 20	...	...	...	...	8 15	...	...
3½	Saint-Denis "	...	...	...	...	...	...	10 47	12 47	...	...	...	...	...	...	...	...	...	...
7	Epinay	...	...	...	...	...	...	10 54	12 54	...	...	...	...	...	...	...	...	...	...
11½	Enghien	...	...	...	...	...	...	11 30	1 30	1 35	2 39	4 43	5 43	...	9 53	...	...	...	...
15½	Pontoise	...	6 43	...	...	...	...	Stop	Stop	1 44	...	4 53	5 53	...	10 4	...	...	...	...
24½	Anvers	...	6 53	...	...	...	...	...	...	1 55	...	5 4	6 4	...	10 17	...	...	...	...
28½	Ile-Adam	...	7 4	...	...	...	...	...	...	2 10	3 0	5 17	6 17	...	10 28	...	...	...	...
33	Beaumont	...	7 17	...	...	...	...	...	...	...	...	5 29	6 28	...	10 36	...	...	...	...
35½	Boran	...	7 28	...	...	...	...	...	...	...	...	5 36	6 36	...	10 43	...	...	...	...
37½	Precy	...	7 36	...	...	...	...	...	...	...	...	5 43	6 43	...	10 49	...	...	...	...
42	Saint-Leu	...	7 43	...	...	...	...	...	...	2 35	3 27	5 55	6 57	...	10 55	...	...	...	...
	Creil per Pontoise arr.	...	7 53	...	...	...	...	...	...	2 55	...	6 0	Stop	...	...	...	...	...	...
	" per Chantilly "	...	...	...	...	...	11 33	...	...	...	...	...	...	...	...	...	...	...	...
	St. QUENTIN (p 16)	...	...	...	9 5	...	a.m.	...	...	p.m.	p.m.	p.m.	...	...	...	...	...	...	...
48	Creil .....dep.	...	...	...	9 8	...	11 43	...	...	3 4	3 37	6 5	...	...	...	...	...	...	...
464	Liancourt	...	...	...	9 23	...	12 10	...	...	3 22	4 3	6 32	...	...	...	...	...	...	...
51½	Clermont	...	...	...	9 33	...	12 31	...	...	3 57	4 24	6 54	...	...	...	...	...	...	...
60	Sainte-Just	...	...	...	...	...	12 51	...	...	...	4 49	7 19	...	...	...	...	...	...	...
69½	Breteuil	...	...	...	...	...	...	...	...	...	5 11	7 41	...	...	...	...	...	...	...
80	Ailly-sur-Noye	...	...	...	...	...	...	...	...	...	5 37	7 57	...	...	...	...	...	...	...
86½	Boves	...	...	...	10 35	...	1 35	1,2,3	...	4 32	...	9 15	...	...	...	...	...	...	...
	Bifurcation	...	...	...	10 53	...	1 55	class	...	4 55	5 45	...	...	...	...	...	...	...	...
92½	Amiens (*Buffet*)...ar.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	For Amiens & Boulogne Line, see page 18.	...	...	...	a.m.	...	p.m.	a.m.	...	p.m.	...	...	...	...	...	...	...	...	...
92½	Amiens .....dep.	...	...	...	10 25	...	1 20	6 0	...	4 20	...	...	...	...	...	...	...	...	...
...	*Bifurcation*	...	...	...	10 55	...	1 45	...	...	4 42	...	...	...	...	...	...	...	...	...
101½	Corbie	...	...	...	11 25	...	2 6	6 22	...	5 2	...	...	...	...	...	...	...	...	...
111½	Albert	...	...	...	...	...	2 35	6 44	...	5 26	...	...	...	...	...	...	...	...	...
123½	Achiet	...	...	...	...	...	3 0	7 11	...	5 53	...	...	...	...	...	...	...	...	...
128½	Bolleux	...	...	...	...	...	...	7 24	...	6 6	...	...	...	...	...	...	...	...	...
134½	Arras	...	...	...	12 8	...	3 29	7 40	...	6 21	...	...	...	...	...	...	...	...	...
140	Roux	...	...	...	...	...	...	7 53	...	6 34	...	...	...	...	...	...	...	...	...
144½	Vitry	...	...	...	...	...	...	8 5	...	6 45	...	...	...	...	...	...	...	...	...
150	Douai .....arr.	...	...	...	12 32	...	4 5	8 20	...	7 0	...	...	...	...	...	...	...	...	...
		-1	1	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	1 cl.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	a.m.
	Douai .....dep.	...	...	...	9 5	...	11 33	1 cl.	...	3 57	6 5	...	...	...	...	...	...	...	...
155½	Montigny	...	...	...	9 20	...	...	8 30	...	4 20	6 34	...	...	...	...	...	...	...	...
160	Somain (pp. 16, 17)	...	...	...	9 37	...	...	8 43	...	4 42	6 45	...	...	...	...	...	...	...	...
165½	Wallers	...	...	...	9 59	...	...	8 57	...	5 2	7 0	...	...	...	...	...	...	...	...
169½	Raismes	...	...	...	10 25	...	...	9 13	...	5 26	...	...	...	...	...	...	...	...	...
173	Valenciennes arr.	...	...	...	10 46	...	...	9 22	...	5 53	...	...	...	...	...	...	...	...	...
173	Valenciennes dep.	...	...	...	4 15	a.m.	...	9 30	...	6 6	...	...	...	...	...	...	...	...	...
180	Blanc-Misseron	...	...	...	4 35	5 30	...	...	...	6 21	...	...	...	...	...	...	...	...	...
184	Quiévrain	...	...	...	4 55	5 53	...	...	...	6 34	...	...	...	...	...	...	...	...	...
192½	Mons	...	...	...	5 35	6 30	...	...	...	6 45	...	...	...	...	...	...	...	...	...
199½	Braine-le-Comte	...	...	...	6 15	7 15	...	...	...	7 0	...	...	...	...	...	...	...	...	...
211½	Brussels .....arr.	...	...	...	7 5	8 15	...	...	...	7 50	...	...	...	...	...	...	...	...	...
227	Aix-la-Chapelle	...	...	...	7 59	9 0	...	...	...	8 10	...	...	...	...	...	...	...	...	...
302½	Cologne (p. 90)arr.	...	...	...	5 10	7 45	...	...	...	5 10	...	...	...	...	...	...	...	...	...
		-1	1	2	3	3	6	7	8	8	10	11	12	13	14	15	16	17	18

MONT, FRANCONVILLE, HERBLAY and PONTOISE.

[6925

	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
oise .....dep.	6 35	...	7 35	...	9 0	10 35	...	...	1 35	...	3 35	...	...	5 35	...	8 35	10 5	...	...
y.....	6 50	...	7 50	...	9 15	10 50	...	...	1 50	...	3 50	...	...	5 50	...	8 50	10 20	...	...
anville	6 57	...	7 57	...	9 22	10 57	...	...	1 57	...	3 57	...	...	5 57	...	8 57	10 27	...	...
t.....	7 5	...	8 5	...	9 30	11 5	...	...	2 5	...	4 5	...	...	6 5	...	9 5	10 35	...	...
m	7 12	8 0	8 12	9 12	9 36	11 12	12 12	1 12	2 12	3 12	4 12	5 12	5 52	6 12	7 12	9 12	10 42	10 52	...
....	7 17	8 6	8 17	9 17	9 42	11 17	12 17	...	2 17	3 17	4 17	5 17	5 57	6 17	7 17	9 17	10 47	10 57	...
Denis§	7 23	8 15	8 23	9 23	9 48	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 3	6 23	7 23	9 23	10 55	11 4	...
.....arr.	7 35	8 25	8 35	9 35	10 0	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 15	6 35	7 35	9 35	11 5	11 15	...

1.—From Paris to Pontoise, first class, 3 francs 25 centimes; second class, 2 francs, 45 centimes; third class, 1 franc 80 centimes. § Omnibuses, gratis, meet every train to and from St Denis.

PARIS, ST. DENIS, CHANTILLY, AND CREIL.

[6925.

E.M.	Stations.	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	Stations.	1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3
Bis.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m	p.m.	p.m.	p.m.	a.m
—	Paris .....dep.	7 20	11 20	5 20	8 15	9 20	11 15	Creil .....dep.	7 0	9 0	2 0	7 0	9 10	2 17
42	Saint Denis	*	*	*	...	*	11 27	Chantilly	7 18	9 18	2 18	7 18	9 26	2 36
6	Stains Pierrefitte	7 41	11 41	5 41	...	9 41	11 36	Orry-la-Ville.....	7 30	9 30	2 30	7 30	...	...
91	Villiers-le-Bel	7 50	11 50	5 50	...	9 50	11 46	Luzarches-Survilliers.....	7 41	9 41	2 41	7 41	9 47	...
12	Goussainville.....	8 0	12 0	6 0	...	10 0	...	Louvres	7 55	9 55	2 55	7 55	...	3 10
141	Louvres	8 11	12 11	6 11	8 49	10 11	...	Goussainville.....	8 4	10 4	3 4	8 4	...	...
181	Luzarches-Survilliers.....	8 22	12 22	6 22	9 0	10 22	12 15	Villiers-le-Bel	8 14	10 14	3 14	8 14	...	...
211	Orry-la-Ville.....	8 32	12 32	6 32	...	10 32	...	Stains Pierrefitte	8 24	10 24	3 24	8 24	...	...
254	Chantilly	8 44	12 44	6 44	9 36	10 44	12 38	Saint Denis	*	*	*	*	...	*
31	Creil	8 58	12 59	7 0	9 36	10 59	12 55	Paris.....dep.	8 45	10 45	3 45	8 45	10 25	10 50

* Stops only to take up passengers. * Stops only to set down passengers.

Extra Trains.—From Paris to Creil at 8, 9.15, and 10.15 a.m.; 1.45, 7.40, & 8.0 p.m. Also to Villiers le Bel, at 9.30 a.m.; 2.30, & 7.20 p.m.

Extra Trains.—From Creil to Paris at 2.30, 3.51, and 8.0 a.m.; 12 noon; 3.50 and 7.55 p.m. From Villiers-le-Bel to Paris at 12.15, 5.15 and 9.15 p.m.

| | | |

HAVRE, FECAMP, BEUZEVILLE, DIEPPE, ROUEN, MANTES, AND PARIS.—Chemin de Fer de l'Ouest. [68]

English Miles.	FARES. 1st class	2nd class	3rd class	STATIONS.	TRAINS. 1 1,2,3 class	2 1,2,3 class	3 1,2,3 class	4 1,2,3 class	5 1,2,3 class	6 1,2,3 class	7 1 & 2 Ex.	8 1 & 2 Ex.	9 1,2,3 class	10 1,2,3 class	11 1,2,3 class	12	13
Dis.	fr. c.	fr. c.	fr. c.	HAVRE LINE.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.		p.m.	p.m.	p.m.		
—	—	—	—	**Havre** .....dep.	...	...	6 45	...	10 30	2 0	6 0	...	6 30	10 0	...	...	...
4½	0 85	0 60	0 45	Harfleur.....	...	...	6 55	...	10 40	2 12	...	...	6 42	10 11	...	...	...
11½	2 20	1 60	1 20	Saint-Romain	...	...	7 14	...	10 59	2 34	...	...	7 4	...	...	...	...
				FECAMP LINE			a.m.		a.m.		p.m	...		p.m	...	...	...
—	...	...	...	**Fecamp** .....dep.	...	...	6 40	...	10 15	...	5 30	...	...	9 40	...	...	...
3	...	...	...	Les Ifs.....	...	...	6 57	...	10 36	...	5 50	...	...	9 57	...	...	...
6	...	...	...	Grainville-Goder.....ville	...	...	7 9	...	10 53	...	6 3	...	...	10 9	...	...	...
10	...	...	...	**Beuzeville** J. . . . . arr.	...	...	7 20	...	11 5	...	6 17	...	...	10 21	...	...	...
16½	3 20	2 30	1 75	Beuzeville Jun. (Fécamp).....	...	...	7 31	...	11 16	2 55	6 33	...	7 28	10 45	...	...	...
20	3 95	2 80	2 15	Bolbec-Nointot.....	...	...	7 40	...	11 25	3 6	6 41	...	7 37	10 54	...	...	...
24½	4 95	3 55	2 70	Alvimare (Fauville)	...	...	7 55	...	11 40	3 22	...	...	7 55	...	...	...	...
31½	6 30	4 50	3 45	**Yvetot**.....	...	...	8 14	...	11 59	3 44	7 7	...	8 18	11 24	...	...	...
36½	7 25	5 20	4 0	Motteville	...	...	8 25	...	12 10	3 57	7 17	...	8 32	11 34	...	...	...
43½	8 60	6 15	4 75	Pavilly	...	...	8 42	...	12 27	4 19	...	...	8 55	...	...	...	...
45	8 85	6 35	4 90	Barentin.....	...	...	8 47	...	12 32	4 27	7 35	...	9 4	...	...	...	...
50	9 85	7 5	5 40	Malaunay	...	...	9 0	...	12 45	4 42	7 47	...	9 20	12 2	...	...	...
51½	10 25	7 30	5 50	Maromme	...	...	9 7	...	12 52	4 51	...	...	9 30	...	...	...	...
55½	10 95	7 85	5 50	**Rouen** (right bank)..... ar	...	...	9 15	...	1 0	5 0	8 0	...	9 40	12 15	...	...	...
From Dieppe				DIEPPE LINE.			a.m.		a.m			p.m.	p.m	p.m.	p.m.		
—	—	—	—	**Dieppe** ....dep	...	...	7 0	...	10 15	...	...	8 0	†5 15	9 45	†9 15	...	...
10½	1 90	1 45	1 5	Longueville	...	...	7 27	...	10 51	...	...	...	5 46	10 24	9 45	...	...
16½	2 90	2 20	1 60	Auffay.....	...	...	7 47	...	11 14	...	...	8 33	6 9	10 46	10 7	...	...
18½	3 35	2 50	1 80	Saint-Victor	...	...	7 57	...	11 26	...	...	...	6 21	10 56	10 17	...	...
...	...	...	...	Clères	...	...	8 18	...	11 46	...	...	...	6 39	11 17	10 35	...	...
28½	5 15	3 85	2 85	Mouville.....	...	...	8 30	...	11 59	...	...	...	6 51	11 29	10 47	...	...
33½	5 85	4 35	3 25	Malaunay	...	...	8 44	...	12 14	...	...	9 4	7 6	11 43	11 2	...	...
34½	6 45	4 80	3 50	Maromme	...	...	8 52	...	12 23	...	...	...	7 15	...	11 11	...	...
38	7 5	5 25	3 95	**Rouen** (rt. bk.) .....ar.	...	...	9 0	...	12 35	...	...	8 17	7 25	12 0	11 20	...	...
...	...	...	...	,, do. .....dep	...	...	9 30	...	1 15	...	...	9 30	Stop	12 40	Stop	...	...
125½	...	...	...	**Paris**.. ..... arr.	...	...	1 15	...	5 39	...	...	12 15		5 5		...	...
From Rouen				ROUEN LINE.		a.m.	a.m			p.m.	1 cl.	1 cl.		p.m.			
—	—	—	—	**Rouen** (right bank).....dep.	...	...	9 30	...	‡1 15	5 15	8 15	9 30	...	12 40	...	...	...
—	—	—	—	**Rouen** (left bank) .....dep	...	6 0	9 30	...	1 15	5 15	...	...	...	...	...	...	...
65	1 25	0 90	0 70	Oissel	...	6 17	9 57	...	1 43	5 43	...	...	...	...	...	...	...
65½	1 45	1 10	0 80	Tourville (Elbeuf).....	..	6 21	10 2	...	1 48	5 48	8 33	...	...	...	...	...	...
68½	2 0	1 50	1 10	Pont-de-l'Arche	...	6 31	10 11	...	1 57	5 57	...	...	...	...	...	...	...
76½	3 35	2 50	1 85	Saint-Pierre (Louviers).....	...	6 53	10 31	...	2 19	6 19	8 56	10 9	...	...	...	...	...
85	4 95	3 70	2 70	Gaillon (Les Andelys)	...	7 13	10 49	...	2 38	6 38	...	...	...	...	...	...	...
93½	6 40	4 80	3 50	**Vernon**	...	7 36	11 9	...	2 59	7 0	9 26	...	...	...	...	...	...
100½	9 15	6 85	5 5	Bonnières	...	7 55	11 25	...	3 15	7 16	...	...	...	...	...	...	...
104½	9 95	7 45	5 45	Rosny.....	...	8 6	11 36	...	3 26	7 26	...	...	...	...	...	...	...
...	...	...	...	**Mantes** (Branch) .....arr.	...	8 15	11 45	...	3 35	7 35	...	11 0	...	...	1st Ex.	...	...
For Cherbourg Line, see pages 22 and 23.					a.m.	a.m.	a.m.	p.m	p.m	p.m.	p.m.	p.m.	a. m.	p. m.	p. m.		
From Rouen.				**Mantes** (Branch)..... dep.	5 45	8 30	11 55	12 30	3 50	7 45	...	11 8	2 55	...	4 40	...	...
108	10 7	8 5	5 90	**Mantes** ....dep.	5 50	8 36	...	12 33	...	7 49	...	...	...	...	...	...	...
113	11 8	8 85	6 50	Epône.....	6 4	8 52	...	12 46	4 4	8 0	...	...	...	...	...	...	...
118	12 90	9 70	7 10	Meulan	6 20	9 7	...	1 0	4 17	8 14	10 9	...	...	...	5 0	...	...
121½	13 70	10 30	7 55	Triel.....	6 33	9 19	...	1 10	4 28	8 26	...	...	...	...	...	...	...
126½	14 90	11 20	8 20	**Poissy**.....	53	9 37	...	1 25	4 43	8 42	...	...	*	...	5 22	...	...
130	15 45	11 60	8 50	Conflans.....	7 4	9 47	...	1 35	4 53	8 52	...	...	...	...	...	...	...
132½	16 15	12 10	8 85	**Maisons**	7 18	10 0	12 50	1 46	5 4	9 4	10 38	10 53	...	...	5 38	...	...
143	16 90	13 80	10 15	**Paris** ....arr.	7 55	10 30	1 15	2 15	5 30	9 30	11 0	12 15	4 35	5 5	6 0	...	...

* Will not take up passengers for Paris. † Runs on Week days only. ‡ 1st and 2nd Class.

‖ Runs on Sundays and fetes only

Extra Trains.—From Mantes to Paris, at * 45 p m , and on Sundays and Fetes, at 8.20 p.m.; also from Poissy to Paris, on Thursdays, at 4.0 and 5.0 p.m.; and on Week days only, at 8.10 a.m.

CONVEYANCE OF CARRIAGES.—From Dieppe to Paris, 4-wheel carriages, 135 fr. 40c.; 2-wheel, 118 fr. From Rouen to Paris, 4-wheel, 89 fr. 15 c.; 2-wheel 68 fr. 5 c.

Remarks.—LUGGAGE.—30 kilogrammes, (60 lbs.) are allowed free of charge.

Distances of the various Paris Railway Stations from the Rouen, Havre and Dieppe Line.

NORTHERN RAILWAY, 24, Place Roubaix, 1½ mile. STRASBOURG RAILWAY, Boulevard de Strasbourg, 1½ mile.
LYONS AND MARSEILLES, Boulevard Mazas, 3 miles. ORLEANS RAILWAY, Boulevard de l'Hôpital, 3½ miles.
RENNES, ARGENTAN and LE MANS RAILWAY, Boulevard de Mont Parnasse, 3½ miles.

PARIS, MANTES, ROUEN, DIEPPE, BEUZEVILLE, FECAMP, and HAVRE.—

Chemin de Fer de l'Ouest.

[6876

English Miles.	FARES. 1st class	2nd class	3rd class	Terminus, 124, Rue St. Lazare, & 9, Rue d'Amsterdam. STATIONS.	1 1,2,3 class	2 1st Ex.	3 1,2,3 class	4 1,2,3 class	5 1st Ex.	6 1,2,3 class	7 1,2,3 class	8 1,2,3 class	9 1st Ex.	10 1,2,3 class	11 1 & 2 class	12 3rd class	13 1 & 2 class	14
Dis.	fr. c.	fr. c.	fr. c.	ROUEN LINE.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	nght	...
—	—	—	—	**Paris**.....dep.	...	7 0	7 25	9 25	11 0	12 0	3 25	4 0	6 0	7 0	8 0	10 20	12 15	...
10½	1 90	1 45	1 5	**Maisons**	...	...	7 55	9 52	...	12 29	...	4 29	...	7 30	...	*	*	...
13½	2 45	1 85	1 35	Conflans.....	...	...	8 4	10 0	...	12 38	...	4 38	...	7 39	...	...	...	...
16½	3 0	2 25	1 65	**Poissy**	...	...	8 18	10 12	11 30	12 52	4 10	4 52	...	7 54	8 37	*	*	...
21½	3 90	2 95	2 15	Triel..	...	...	8 32	10 25	...	1 7	...	5 7	...	8 10	...	...	...	...
25½	4 60	3 45	2 55	Meulan	...	7 45	8 44	10 37	...	1 21	4 31	5 21	6 46	8 24	...	...	*	...
30½	5 50	4 10	3 0	Epône	...	...	8 56	10 50	...	1 36	...	5 36	...	8 40	...	...	...	...
35½	6 40	4 80	3 50	**Mantes**.....	...	...	9 12	11 2	...	...	...	...	...	...	...	...	...	...
...	...	...	...	**Mantes** (Branch) ...arr.	...	...	9 15	11 5	12 2	1 50	4 55	5 50	...	8 55	9 15	...	*	...
								Stop	Stop		Stop				Stop			
				For Cherbourg Line, see pages 22 and 23.														
							a.m.			p.m.		p.m.	p.m.	p.m.				
...	...	...	...	**Mantes** (Branch) ...dep.	...	...	9 30	...	...	2 7	...	6 0	...	9 5	...	...	...	...
39½	8 45	6 35	4 65	Rosny	...	...	9 40	...	...	2 17	...	6 10	...	9 16	...	...	...	...
43	9 25	6 95	5 10	Bonnières	a.m.	...	9 50	...	...	2 27	...	6 20	...	9 27	...	...	...	...
50	10 75	8 5	5 90	**Vernon**	6 30	8 31	10 7	...	...	2 44	...	6 41	7 31	9 50	...	...	...	...
58	12 50	9 35	6 85	Gaillon (les Andelys).....	6 59	...	10 26	...	...	3 3	...	7 0	...	10 12	...	...	...	...
66½	14 40	10 80	7 90	Saint-Pierre (Louviers)..	7 31	9 2	10 47	...	...	3 24	...	7 23	8 3	10 37	...	...	...	...
74½	16 0	12 0	8 80	Pont-de-l'Arche	7 58	...	11 6	...	...	3 43	...	7 43	...	10 59	...	...	...	...
77½	16 60	12 50	9 15	Tourville (Elbeuf).....	8 10	9 22	11 14	...	...	3 51	...	7 51	8 22	11 9	...	...	...	...
78½	16 90	12 70	9 30	Oissel	8 18	...	11 19	...	...	3 55	...	7 56	...	11 14	...	...	...	...
85½	16 90	13 80	10 15	**Rouen** (left bank)...arr.	8 45	...	11 45	...	...	4 20	...	...	...	11 35	...	...	...	...
...	...	...	...	**Rouen** (right bank) arr.	Stop	9 40	11 45	...	...	4 20	...	8 20	8 40	Stop	...	2 48	3 45	...
				DIEPPE LINE.		a.m.				noon		Stop	p.m.				nght	
—	—	—	—	**Paris** .....dep		7 0	...	...	...	12 0	...		6 0	...	...	...	12 15	...
...	...	...	...	**Rouen** (lt. bk.) arr.	a.m.	9 40	...	...	...	4 20	...	...	8 40	...	...	...	3 45	...
87½	16 90	13 80	10 15	,, ...dep	7 30	‡9 55	...	..	...	4 50	...	...	9‡10	...	...	...	4‡15	...
91½	18 0	14 65	10 75	Maromme	7 40	...	...	...	...	5 0	...	...	9 19	...	...	...	...	...
93½	18 35	14 90	10 95	Malaunay	7 50	...	...	...	...	5 10	...	...	9 27	...	...	...	*	...
97	19 15	15 50	11 40	Monville.....	8 5	...	...	...	...	5 25	...	...	...	...	...	...	...	...
...	...	...	...	Clères	8 19	...	...	...	...	5 38	...	...	...	...	...	...	*	...
106½	20 85	16 75	12 30	Saint-Victor	8 33	...	...	...	...	5 58	...	...	9 58	...	...	...	*	...
109½	21 30	17 10	12 55	Auffay.....	8 53	...	...	...	...	6 14	...	...	10 11	...	...	...	*	...
115½	22 30	17 85	13 10	Longueville	9 10	...	...	...	...	6 30	...	...	10 25	...	...	...	*	...
125½	24 20	19 25	14 15	**Dieppe**.....arr	9 45	11 15	...	...	...	7 5	...	...	10 50	...	...	...	6 20	...
				HAVRE LINE.	a m.	a. m.	noon			p m.			p.m.			a.m.	a.m.	
87½	16 90	13 80	10 15	**Rouen** (right bank) dep.	6 0	10‡10	12 0	...	...	4 35	...	...	‡8 55	...	...	3 0	4 0	...
91½	18 0	14 65	10 75	Maromme	6 10	...	12 10	...	...	4 44	...	...	...	...	...	...	...	...
93½	18 35	14 90	10 95	Malaunay	6 19	...	12 19	...	...	4 53	...	...	9 9	...	...	...	...	...
98½	19 35	15 60	11 50	Barentin.....	6 39	...	12 40	...	...	5 12	...	...	9 24	...	...	...	...	...
99½	19 60	16 5	11 65	Pavilly	6 43	...	12 44	...	...	5 16	...	...	...	...	...	...	...	...
106½	20 95	16 5	12 40	Motteville	7 7	10 43	1 8	...	...	5 38	...	...	9 43	...	...	...	...	...
111½	21 95	17 45	12 90	**Yvetot**.....	7 24	10 56	1 25	...	...	5 54	...	...	9 58	...	...	...	...	...
118	23 35	18 45	13 65	Alvimare (Fauville)	7 43	...	1 43	...	...	6 12	...	...	...	...	...	...	...	...
123	24 20	19 15	14 20	Bolbec-Nointot	7 49	...	2 0	...	...	6 28	...	...	10 25	...	...	...	...	...
126½	25 0	19 65	14 60	Beuzeville Jun.(Fécamp)	8 13	11 25	2 14	...	...	6 42	...	...	10 37	...	...	...	*	...
				FECAMP LINE.	a.m.	a.m.				p.m.							a.m.	
126½	...	...	...	**Beuzeville** J. dep.	8 22	11†40	...	...	...	6 50	...	...	...	...	...	...	5†40	...
130	25 65	20 15	15 0	Grainville-Goderville	8 39	11 52	...	...	...	7 8	...	...	...	...	...	...	5 53	...
133½	26 25	20 60	15 30	Les-Ifs	8 54	12 4	...	...	...	7 24	...	...	...	...	...	...	6 4	...
136½	26 90	21 35	15 65	**Fecamp** .....arr.	9 10	12 20	...	...	...	7 40	...	...	...	...	...	...	6 20	...
131½	26 0	20 35	15 15	Saint-Romain	8 29	...	2 30	...	...	6 57	...	...		...	...	...	...	...
138½	27 35	21 35	15 90	Harfleur.....	8 50	...	2 50	...	...	7 16	...	...	11 1	...	...	...	...	...
143	28 20	21 95	16 40	**Havre** .....arr.	9 5	12 0	3 5	...	...	7 30	...	...	11 15	...	...	5 40	6 15	...

* Stops to set down passengers only. † 1, 2, 3 class. ‡ 1 and 2 class.

§ Runs on Week Days only.

Additional Trains.—From Paris to Mantes, 12.15 a.m., 1 25 and 5 p.m.; from Paris to Poissy, on Thursdays, at 7.10 and 9 a.m.; on Week Days only, at 5.25 p.m.

‖ Third Class Tickets are delivered at Paris for this Train at the following Reduced Fares—Paris to Rouen, 7fr. 50c.; Paris to Havre, 12fr. This Train also takes Third Class Passengers to Maisons and Poissy.

Remarks.—LUGGAGE—30 kilogrammes (60 lbs.) are allowed free of charge.

PARIS TO MANTES, EVREUX, LISIEUX, PONT L'EVEQUE, CAEN, BAYEUX, AND CHERBOURG.—Chemin de Fer de l'Ouest. [6876

Eng. Miles	Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1st Ex.	1,2,3 class	1,2,3 class	1,2,3 class	
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	noon	p.m	p.m.	
—	—	—	—	**Paris** .....dep.		...	7 25	11 0	12 6	3 25	8 0	...
10½	1 90	1 45	1 5	Maison		...	7 55	...	12 29	...	...	...
13½	2 45	1 85	1 35	Conflens		...	8 4	...	12 38	...	...	...
19¾	3 0	2 25	1 65	**Poissy**		...	8 18	11 30	12 52	4 10	8 37	...
21½	3 90	2 95	2 15	Triel		...	8 32	...	1 7	...	...	...
25½	4 60	3 45	2 55	Meulan		...	8 44	...	1 21	4 31	...	...
30½	5 50	4 10	3 0	Epone		...	8 58	...	1 36	...	...	...
...	...	...	...	**Mantes**		...	9 12	...	...	...	...	...
35½	6 40	4 80	3 50	**Mantes Junction**.....arr		...	9 15	12 2	1 50	4 55	9 15	...
...	...	...	...	*(Buffet)*.....dep		...	9 35	12 16	2 15	5 10	9 25	...
44	7 95	5 95	4 35	Breval		...	10 2	...	2 42	5 34	...	...
50½	9 5	6 80	5 0	Bueil.....		...	10 22	12 41	3 8	5 54	10 7	...
57	10 30	7 75	5 65	Boissct-Pacy		a.m	10 42	...	3 28	6 11	...	...
67	12 10	9 5	6 65	**Evreux**		5 15	11 11	1 15	3 55	6 39	10 52	...
72½	13 10	9 85	7 20	La Brenneville.....		5 31	11 30	...	...	6 53	...	...
78	14 10	10 60	7 75	Conches		5 52	11 51	1 42	Stop	7 12	11 25	...
82½	14 90	11 15	8 20	Romilly		6 6	12 5	...		7 24	...	...
89½	16 15	12 10	8 85	Beaumont-le-Roger		6 27	12 24	2 3	...	7 42	*	...
93	16 80	12 60	9 25	Serquigny		6 39	12 36	...	...	7 52	12 15	...
98½	17 80	13 35	9 8	**Bernay** (*Buffet*).....		7 12	1 4	2 27	...	8 15	12 24	...
107½	19 40	14 55	10 65	St. Maurice Orbec.....		7 39	1 31	...	...	8 35	...	...
117½	21 30	15 95	11 70	**Lisieux** .....arr		8 16	2 10	3 10	...	9 12	1 19	...
117¾	21 30	15 95	11 70	**Lisieux** .....dep	...	8 25	...	3 15	...	9 20	1 25	...
124½	22 50	16 90	12 40	Le Breul.....	...	8 53	...	3 38	...	9 39	...	...
129	23 30	17 45	12 80	**Pont l'Eveque**	...	9 10	...	3 55	...	9 55	2 0	...
129½	23 50	17 55	12 85	Mesnil Mauger	a.m	8 51	2 19	...	p.m.	9 44	...	...
134	24 20	18 15	13 30	**Mezidon** (page 24)	6 35	9 6	3 12	3 52	8 43	10 2	2 7	...
139½	25 20	18 90	13 80	Moult Argences.....	6 56	9 24	3 31	..	8 59	10 18	..	...
147½	26 65	20 0	14 65	**Caen** .....arr.	7 20	9 47	3 55	†4 20	9 20	10 40	2 45	...
...	..	...	...	,, ...dep.	7 35	9 57	Stop	4 50	9 45	Stop	3 0	...
156½	28 35	21 2	15 65	Bretteville.	7 59	10 21		5 11	10 11		...	...
160½	29 0	21 75	16 90	Audrieu	8 11	10 32		5 21	10 24		...	...
166½	30 15	22 60	16 55	**Bayeux**	8 40	10 50	...	5 40	10 45	...	...	...
175½	31 70	23 75	17 45	Le Molay-Littry	9 6		...	6 0		...	...	...
183½	33 15	24 85	18 25	Lison	9 37	Stop	...	6 22	Stop	...	...	...
189	34 15	25 60	18 80	Isigny	10 0		...	6 36		...	*	..
194½	35 15	26 40	19 35	Carentan	10 26	...	...	6 56	...	...	5 18	...
202½	36 50	27 40	20 10	Chef-du-Pont	11 10	...	...	7 23	..	...	5 46	...
207½	37 50	28 15	20 65	Montebourg.....	11 30	...	...	7 45	...	...	6 4	...
213	38 40	28 80	21 15	Valognes	11 54	...	...	8 2	...	...	6 22	...
218	39 55	29 65	21 75	Sottevast	12 13	...	...	8 18	...	...	6 39	...
222½	40 20	30 15	22 10	Couville	12 28	...	...	8 31	...	...	6 55	...
226½	40 90	30 65	22 50	Martinvast	12 39	...	...	8 40	...	...	7 5	...
229½	41 55	31 15	22 85	**Cherbourg** .....arr.	12 55	...	...	8 55	...	...	7 20	...

* Stops to set down Passengers only. † 1st, 2nd, and 3rd Class.

Additional Train.—From Mezidon to Caen at 12.35 p.m.

Remarks.—LUGGAGE.—30 kilogrammes, (60 lbs.) are allowed free of charge.

PARIS AND VERSAILLES, Chemin de fer de l'Ouest. (Left Bank.)

Week Days. 1 cl.	Week Days. 2 cl.	Sundays & Fêtes. 1 cl.	Sundays & Fêtes. 2 cl.	Stations.	Trains. 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
fr. c.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p m	p m.	p.m	p m	p m.
—	—	—	—	**Paris** M. P. dep.	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	6 0	8 5	9 0	10 0	11 0
0 60	0 40	0 60	0 45	Clamart.....	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	8 15	9 10	10 10	11 10
0 75	0 50	0 80	0 60	Meudon	8 14	9 14	10 14	11 14	12 14	1 14	2 14	3 14	4 14	5 14	6 14	8 19	9 14	10 14	11 14
0 75	0 50	0 80	0 60	Bellevue	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	8 23	9 18	10 18	11 18
0 75	0 50	0 80	0 75	Sèvres.....	8 21	9 21	10 21	11 21	12 21	1 21	2 21	3 21	4 21	5 21	6 21	8 26	9 21	10 21	11 21
1 0	0 75	1 25	1 0	Chaville.....	8 26	9 26	10 26	11 26	12 26	1 26	2 26	3 26	4 26	5 26	6 26	8 31	9 26	10 26	11 26
1 25	1 0	1 85	1 0	Viroflay.....	8 29	9 29	10 29	11 29	12 29	1 29	2 29	3 29	4 29	5 29	6 29	8 34	9 29	10 29	11 29
1 50	1 25	1 50	1 25	Versailles arr.	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	8 40	9 35	10 35	11 35

CHERBOURG, TO BAYEUX, CAEN, PONT L'EVEQUE, LISIEUX, EVREUX, MANTES, AND PARIS.—Chemin de fer de l'Ouest. [6876

Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 Ex.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
—	...	...	...	**Cherbourg** .....dep.	...	...	7 45	9 30	...	...	4 45	...
3	...	...	...	Martinvast		...	7 58	9 44	...	...	4 59	
7	...	...	...	Couville		...	8 10	9 56	...	...	5 12	
11	...	...	...	Sottevast		...	8 22	10 9	...	...	5 24	
16	...	...	...	Valognes		...	8 41	10 34	...	...	5 45	
22	...	...	...	Montebourg		...	8 54	10 49	...	...	5 59	
27	...	...	...	Chef-du-Pont		...	9 15	11 11	...	...	6 17	
35	...	...	...	Carentan		...	9 47	11 40	...	...	6 49	
40	...	...	...	Isigny		...	10 1	11 55	...	...	7 3	
46	...	...	...	Lison		...	10 18	12 20	...	...	7 24	
54	...	...	...	Le Molay Littry		...	10 37	12 41	p.m.	...	7 44	
63	...	...	...	**Bayeux**		...	11 1	1 4	3 55	...	8 11	
69	...	...	...	Audrieu		...	11 17	1 36	4 15	...	8 29	
73	...	...	...	Bretteville	...	...	11 26	1 48	4 27	...	8 40	
82	...	...	...	**Caen** .....arr.	a.m.	a.m	11 45	2 10	4 49	p.m	9 0	
...	...	...	...	,, ...dep.	6 0	6 35	12† 5	2 30	5 15	6 15	9 21	
90	...	...	...	Moult-Argences	6 21	6 57	...	2 55	5 39	6 37	9 45	
95	...	...	...	**Mezidon** (page 24).....	6 34	7 15	12 40	3 19	6 1	6 52	10 7	
90	...	...	...	Mesnil-Mauger..... .....arr.		7 25	...	3 37	6 13		10 18	
...	...	...	...	**Pont-l'Eveque** .....dep.	Stop	7 5	12 30		...	8 20	10 10	...
...	...	...	...	Le Breuil.....	...	7 22	12 45	...	...	8 34	10 23	...
...	...	...	...	**Lisieux** .....arr	...	7 45	1 5	...	...	8 55	10 45	...
112	...	...	...	**Lisieux** .....dep.	...	8 3	†1 22	4 21	6 58		11 0	...
122	...	...	...	St. Mards-Orbec	...	8 33	1 44	4 52	7 30	Stop	...	...
131	...	...	...	**Bernay** (*Buffet*).....	...	9 13	2 12	5 34	8 5		11 56	..
136	...	...	...	Serquigny	...	9 29	...	5 49	8 23		...	...
140	...	...	...	Beaumont-le-Roger	...	9 40	2 33	6 1	8 35		*	...
147	...	...	...	Romilly	...	9 59	...	6 21	8 55		...	...
151	...	...	...	Couches	...	10 16	3 0	6 36	9 13		12 55	...
157	...	...	...	La Bonneville	a.m.	10 32	...	6 51	9 30		...	...
162	...	...	...	**Evreux**	6 30	10 51	3 27	7 9	9 45		1 29	...
172	...	...	...	Boisset-Pacy	6 59	11 16	...	7 34			...	...
179	...	...	...	Bueil	7 21	11 38	4 2	7 54	Stop		*	...
185	...	...	...	Breval	7 43	11 56	...	8 12			...	...
194	...	...	...	**Mantes Junction** (*Buffet*) arr.	8 5	12 20	4 30	8 35	...		2 50	...
...	...	...	...	,, ...dep.	8 30	12 30	4 40	8 45	...		2 55	...
...	...	...	...	**Mantes**	8 36	12 33	...	...	...		...	...
199	...	...	...	Epone	8 52	12 46	...	...	...		...	...
204	...	...	...	Meulan.....	9 7	1 0	5 0	9 10	...		...	...
208	...	...	...	Triel	9 19	1 10	...	9 21	...		...	...
213	...	...	...	**Poissy**.....	9 37	1 25	5 22	9 38	...		*	...
216	...	...	...	Conflans	9 47	1 35	...	...	...		...	...
219	...	...	...	Maisons	10 0	1 45	5 38	9 58	...		...	...
229	...	...	...	**Paris** .....arr.	10 30	2 15	6 0	10 25	...		4 35	...

Extra Train from Bayeux to Mezidon at 7.45 a.m.

1st Class.

* Stops to set down Passengers only.

Remarks.—LUGGAGE.—30 kilogrammes (60 lbs.) are allowed free of charge.

VERSAILLES AND PARIS.—Chemin de Fer de l'Ouest (Left Bank.)

Week Days. 1 cl.	Week Days. 2 cl.	Sundays & Fetes. 1 cl.	Sundays & Fetes. 2 cl.	Stations.	Trains. 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
fr. c.	fr. c.	fr. c.	fr. c.		a.m	a.m.	a.m.	a.m	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m	p.m.	p.m.
—	—	—	—	**Versailles**dep	7 0	8 0	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	10 30
...	...	...	...	Viroflay	7 7	8 7	9 37	10 37	11 37	12 37	1 37	2 37	3 37	4 37	5 37	6 37	7 37	8 37	10 37
...	...	...	...	Chaville.....	7 10	8 10	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	10 40
...	...	...	...	**Sevres**.....	7 15	8 15	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	10 45
...	...	...	...	**Bellevue**	7 18	8 18	9 48	10 48	11 48	12 48	1 48	2 48	3 48	4 48	5 48	6 48	7 48	8 48	10 48
...	...	...	...	**Meudon**	7 22	8 22	9 52	10 52	11 52	12 52	1 52	2 52	3 52	4 52	5 52	6 52	7 52	8 52	10 52
...	...	...	...	**Clamart**.....	7 26	8 26	9 56	10 56	11 56	12 56	1 56	2 56	3 56	4 56	5 56	6 56	7 56	8 56	10 56
...	...	...	...	**Paris** M. P. dep.	7 35	8 35	10 5	11 5	12 5	1 5	2 5	3 5	4 5	5 5	6 5	7 5	8 5	9 5	11 5

Extra Train from Versailles to Paris at 9.30 p.m.

PARIS TO CHARTRES, LE MANS, ALENCON, ARGENTAN, MEZIDON, LAVAL, AND RENNES.—Chemin de Fer de l'Ouest. [6876

English Miles	Fares. 1st class	2nd class	3rd class	Terminus in Paris, Boulevard Mont Parnasse, 44. Stations.	Trains. 1 1,2,3 class	2 1,2,3 class	3 1st Ex.	4 1,2,3 class	5 1,2,3 class	6 1,2,3 class	7 1 & 2 Ex	8 1,2,3 class	
Dis.	fr. c.	fr. c.	fr. c.		a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	
—	—	—	—	**Paris** (Mount Parnasse.)....dep.	...	7 30	10 30	12 30	4 50	5 30	8 0	10 30	...
5½	...	...	...	Bellevue	...	*		*	*	...	...	*	...
10	...	...	...	**Versailles** (page 22)	...	*	*	*	*	*	*	*	...
13½	2 45	1 85	1 35	Saint-Cyr	...	8 20	...	1 10	5 28	...	...	11 24	...
16½	3 15	2 35	1 70	Trappes	...	8 30	...	1 21	5 39	...	...	11 38	...
19½	3 70	2 75	2 5	Laverrière	...	8 40	...	1 31	5 49	...	...	11 48	...
24½	4 50	3 35	2 45	Lardoire	...	8 52	...	1 45	6 2	...	...	12 4	...
29½	5 40	4 5	2 95	**Rambouillet**	...	9 10	11 33	2 1	6 12	6 35	9 8	12 25	...
37½	6 85	5 10	3 75	Epernon	...	9 33	...	2 19		6 53	...	...	...
42½	7 60	5 70	4 20	Maintenon	...	9 48	12 0	2 33	...	7 7	9 36	1 1	...
47½	8 75	6 55	4 80	Jouy	...	10 5	...	2 46	...	7 20	...	...	...
54	9 85	7 40	5 40	**Chartres** (*Refreshment Station*) ...arr.	a. m.	10 20	12 20	3 0	...	7 35	9 58	1 32	...
...	...	...	...	,, ...dep.	5 30	10 35	12 35	Stop	...	7 50	10 8	1 52	...
65½	11 85	8 90	6 55	Courville	6 5	11 11	...		...	8 17	...	...	...
70	12 75	9 60	7 0	Pontgouin	6 21	11 27	...		...	8 30	...	...	...
76½	13 90	10 40	7 65	La Loupe	6 49	11 54	1 19		...	8 50	10 57	†	...
83	15 10	11 35	8 30	Bretoncelles	7 10	12 11	...		...	9 9	...	...	...
87½	15 80	11 85	8 70	Condé	7 24	12 27	1 41		...	9 20	...	...	...
91½	16 70	12 50	9 20	**Nogent-le-Rotrou**	7 44	12 46	1 55		...	9 36	11 30	†	...
98½	17 80	13 35	9 90	Le Theil	8 4	1 7	...		...	9 52	...	...	...
104½	19 5	14 30	10 45	La Ferté-Bernard	8 25	1 32	2 21		...	10 8	11 55	4 42	...
110½	20 5	15 5	11 5	Sceaux	8 43	1 49	...		...	10 22	...	...	...
118	20 95	15 70	11 50	Connerre	9 0	2 8	2 43		...	10 36	...	5 22	...
119½	21 60	16 20	11 90	Pont-de-Gennes	9 12	2 19	...		...	10 46	...	...	...
122½	22 20	16 65	12 20	St. Mars-la-Bruyere	9 21	2 27	...		...	10 54	...	...	...
125½	22 75	17 5	12 50	Yvré-l'Evêque	9 33	2 37	...		...	11 3	...	...	...
130½	23 65	17 70	13 0	**Le Mans** (*Refreshment Station*).....arr.	9 45	2 50	3 10		...	11 15	12 40	6 5	...
—	—	—	—		Stop				1,2,3	Stop	—	—	—
...	...	...	...	**Le Mans** .....dep...	...	‡3 50			p. m. 7 0	...	‡1 15	7 0	
137	24 75	18 55	13 60	Neuville..	...	‡ 8			7 21	...	...	7 20	
140	25 40	19 5	14 0	La Guierche	...	4 18			7 31	...	...	7 31	
142½	25 55	19 15	14 5	Montbizot.. ..	...	4 26			7 39	...	...	7 45	
148½	25 55	19 15	14 5	Vivoin Beaumont	...	4 46			8 2	...	2 13	8 6	
155½	25 55	19 15	14 5	La Hutte	..	5 4			8 26	...	2 34	8 27	
157	24 75	18 55	13 60	Bourg-le-Roi	...	5 14			8 39	...	...	8 41	
165½	24 75	18 55	13 60	**Alencon**	...	5 42			9 0	...	3 17	9 6	
171½	26 0	19 50	14 30	Vingthanaps	...	6 1			Stop	...	3 37	9 27	
178	26 0	19 50	14 30	Sees	...	6 24				...	4 5	9 52	
186	26 0	19 50	14 30	Almenesches..	...	6 43			p.m.	...	...	10 15	
192½	26 0	19 50	14 30	**Argentan**	...	7 8			1 15	...	4 53	10 43	
...	...	...	...	Montabart ..	...	7 25			1 33	...	5 11	11 6	
...	...	...	...	Fresnay-la-Mère	...	7 48			1 56	...	5 33	11 28	
...	...	...	...	Couliboeuf	...	8 2			2 13	...	5 48	11 43	
...	...	...	...	Vandeuvres	...	8 13			2 26	...	6 0	11 55	
...	...	...	...	St.-Pierre-sur-Dives	...	8 24			2 38	...	...	12 7	
...	...	...	...	**Mezidon** (page 22) .....arr	...	8 35			2 50	...	6 12	12 20	
—	—	—	—		—	—	—		Stop	—	1,2,3 class	—	—
130½	...	...	...	**Le Mans** .....dep.	...	‡3 30			p. m. 7 55	...	6 25	12 20	
143½	26 0	19 50	14 30	Domfront	...	4 1			8 34	...	‡1 0	6 30	
145½	26 30	19 75	14 50	Conlie	...	4 11			8 44	...	...	7 10	
153	27 65	20 75	15 20	Sille-le-Guillaume	...	4 33			9 16	...	1 32	7 22	
156½	28 35	21 25	15 60	Rouessé-Vassé	...	4 43			9 28	...	1 52	7 57	
161½	29 10	21 85	16 0	Voutre	...	4 54			9 41	...	...	8 8	
168½	30 25	22 70	16 65	Evron	...	5 10			10 2	2 22	...	8 23	
171	30 90	23 20	17 0	Neau	...	5 21			10 14	...	...	8 46	
174½	31 60	23 70	17 35	Montsurs	...	5 30			10 24	...	...	8 57	
183	33 5	24 80	18 15	Louverné	...	5 51			10 50	...	...	9 9	
186	33 70	25 30	18 55	**Laval** .....arr	a.m.	...			11 0	...	...	9 36	
...	...	...	...	,, ...dep	6 30	6 10			Stop	3 10	Stop	9 45	
192½	34 70	26 5	19 10	Le Genest	6 50	6 26				3 29		Stop	
196½	35 60	26 70	19 60	Port-Brillet	7 14	6 38				...			
201	36 5	27 5	19 85	St. Pierre-la-Cour	7 33	6 48				...			
206½	37 65	28 20	20 70	Vitre	8 10	7 14				4 18			
212½	39 55	29 65	21 75	Chateaubourg	8 48	7 37				4 47			
224½	40 55	30 40	22 30	Noyal	9 20	7 54				5 2			
232½	41 90	31 40	23 5	**Rennes** .....arr.	9 45	8 15				5 25			

‡ 1, 2, 3 Class. * Stops to take up Passengers only. † Stops to set down Passengers only.

N.B.—The Express trains take neither Horses nor Carriages.

Distances of the various Paris Railway Stations from the Chemin de Fer de l'Ouest.—ORLEANS RAILWAY, Boulevard de l'Hôpital, 1¼ miles. LYONS AND MARSEILLES LINE, Boulevard Mazas, 2 miles. STRASBOURG RAILWAY, Boulevard de Strasbourg, 3¼ miles. NORTHERN RAILWAY, 24, Place Roubaix, 3½ miles ROUEN, HAVRE AND DIEPPE LINE, 124, Rue St. Lazare, 3½ miles.

Tickets are not issued for Bellevue and Versailles from Paris. For extra service between Paris and Versailles, see page 22.

Passengers should be at the Stations at least 10 minutes before the hour of departure.

Remarks.—LUGGAGE—30 kilogrammes of Luggage allowed Free. Luggage must be delivered 20 minutes before the departures of the trains. The clocks of all the Stations are regulated according to Paris meridian.

RENNES, LAVAL, LE MANS, MEZIDON, ARGENTAN, ALENCON, CHARTRES, AND PARIS.—Chemin de Fer de l'Ouest. [6876

English Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1 1, 2, 3 class	2 1, 2, 3 class	3 1, 2, 3 class	4 1, 2, 3 class	5 1, 2, 3 class	6 1, 2, 3 class	7 1, 2, 3 class	8 1, 2, 3 class	9 1, 2, 3 class
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.		p.m.	p.m	p.m.	
—	—	—	—	**Rennes**.....dep.	...	...	..	7 0	...	...	2 15	7 0	...
...	...	...	...	Noyal	...	...	...	7 16	...	...	12 39	7 22	...
...	...	...	...	Chateaubourg	...	...	...	7 32	...	...	1 8	7 44	...
...	...	...	...	Vitre.....	...	...	...	8 1	..	...	1 46	8 18	...
...	...	...	...	St. Pierre-la-Cour	...	...	...	8 28	...	...	2 17	8 45	...
...	...	...	...	Port-Brillet.....	...	...	...	8 32	...	...	2 31	8 55	...
...	...	...	...	Le Genest	...	...	...	8 43	...	...	2 44	9 6	...
46	...	...	...	**Laval** .....arr.	...	...	...	...	...	...	...	...	...
...	...	...	...	,, ...dep.	...	...	6 15	9 5	...	...	3 16	9 35	...
...	...	...	...	Louverné.....	...	...	6 27	9 14	...	...	3 28	...	...
...	...	...	...	Montsurs.....	...	...	6 58	9 34	...	...	3 54	10 0	...
...	...	...	...	Neau.....	...	...	7 4	9 44	...	...	4 5	...	...
...	...	...	...	Evron	...	...	7 23	9 58	...	...	4 24	10 19	...
...	...	...	...	Voutre	...	...	7 42	10 14	...	...	4 43	...	...
...	...	...	...	Roucssé-Vassé	...	...	7 56	10 27	...	...	4 57	...	...
...	...	...	...	Sille-le-Guillaume	...	...	8 15	10 40	...	...	5 16	10 54	...
...	...	...	...	Conlie	...	...	8 42	10 58	...	...	5 39	11 12	...
...	...	...	...	Domfront	...	...	8 51	11 4	...	...	5 48	...	...
102	...	...	...	**Le Mans** (*Refreshment Station*).....arr.	...	...	9 25	11 30	...	...	6 22	11 40	...
								a. m.		a.m.		p.m.	p.m.
...	...	...	...	**Mezidon** (page 23) .....dep.	...	...	...	6 42		9 48	...	6 57	4 0
...	...	...	...	St.-Pierre-sur-Dives.....	...	...	...	6 55		10 2	...	7 9	4 14
...	...	...	...	Vaudœuvres	...	...	...	7 8		10 14	...	7 20	4 28
...	...	...	...	Coulibœuf	...	...	...	7 26		10 32	...	7 38	4 50
...	...	...	...	Tresnay-la-Mère	...	...	...	7 37		10 42	...	7 49	5 1
...	...	...	...	Montabart	...	...	...	7 58		11 7	...	8 10	5 26
...	...	...	...	**Argentan**	...	...	...	8 22		11 43	...	8 32	5 45
...	...	...	...	Almeneches.....	...	...	...	8 40		12 6	...	8 49	Stop
...	...	...	...	Sees	...	...	...	9 7		12 36	...	9 13	
...	...	...	...	Vingtsnaps	...	...	a.m.	9 22		12 58	...	9 28	
...	...	...	...	**Alencon**	...	...	6 30	9 45		1 38	...	9 51	...
...	...	...	...	Bourg-le-Roi	...	...	6 49	10 0		2 0	...	10 6	...
...	...	...	...	La Hutte	...	...	7 2	10 10		2 18	...	10 16	...
...	...	...	...	Vivoin-Beaumont	...	...	7 27	10 32		2 48	...	10 37	...
...	...	...	...	Montbizot.....	...	...	7 47	10 47		3 16	...	10 52	...
...	...	...	...	La Guierche..	...	...	7 55	10 55		3 27	...	11 0	...
...	...	...	...	Neuville.....	...	...	8 5	11 4		3 40	...	11 9	...
...	...	...	...	**Le Mans** .....arr.	...	...	8 25	11 20		4 0	...	11 26	...
						a.m.		Ex.	p.m.	p m.	p m	Ex.	
...	...	...	...	**Le Mans** .....dep	...	6 0	...	11†30	12 10	5 0	6 42	12‡ 0	...
...	...	...	...	Yvré l'Evêque	...	6 14	...	...	12 24	5 14	6 58	...	...
...	...	...	...	St. Mars-la-Bruyere	...	6 23	...	...	12 34	5 25	7 10	...	...
...	...	...	...	Pont-de-Gennes	...	6 31	...	...	12 42	5 33	7 19	...	...
...	...	...	...	Connerre	...	6 43	...	12 18	12 54	5 45	7 38	...	
...	...	...	...	Sceaux	...	6 55	...	...	1 8	5 56	7 54	...	
...	...	...	...	La Ferté-Bernard.....	...	7 16	...	12 43	1 28	6 16	8 21	12 54	
...	...	...	...	Le Theil	...	7 30	...	...	1 42	6 36	8 38	...	
141	...	...	...	**Nogent-le-Rotrou**	...	7 50	...	1 10	2 4	6 50	9 7	1 24	
...	...	...	...	Condé	...	8 2	...	1 20	2 17	7 2	9 23	...	
...	...	...	...	Bretoncelles	...	8 15	...	...	2 28	7 14	9 37	...	
...	...	...	...	La Loupe.....	...	8 40	...	1 45	2 53	7 36	10 8	2 3	
...	...	...	...	Pontgouin	...	8 55	...	...	3 8	7 52	10 26	...	
...	...	...	...	Courville	...	9 8	...	...	3 22	8 6	10 44	...	
176	...	...	...	**Chartres** (*Refreshment Station*) ...arr.	a.m.	9 36	...	2 24	3 48	8 32	11 15	2 46	
...	...	...	...	,, ...dep.	6 30	9 56	...	2 36	4 0	8 47	Stop	2 56	
...	...	...	...	Jony	6 42	10 11	...	...	4 15	9 2		...	
...	...	...	...	Maintenon	7 4	10 26	...	2 59	4 30	9 18		3 22	
...	...	...	...	Epernon	7 20	10 40	...	...	4 44	9 33	p.m.	...	
203	...	...	...	**Rambouillet**	7 48	11 6	...	3 28	5 7	9 57	9 0	3 56	
...	...	...	...	Lartoire	8 4	11 20	...	...	5 21	10 12	9 14	...	
...	...	...	...	Laverrière	8 20	11 38	...	...	5 34	10 25	9 27	...	
...	...	...	...	Trappes	8 31	11 42	...	...	5 43	10 35	9 36	...	
...	...	...	...	Saint Cyr.....	8 43	11 52	...	...	5 58	10 46	9 46	...	...
222	...	...	...	**Versailles** (page 22)	*	*	...	*	*	*	*	*	...
...	...	...	...	Bellevue	*	*	...	...	*	*	*	...	...
233	...	...	...	**Paris** .....arr.	9 35	12 35	...	4 30	6 35	11 30	10 30	5 0	...

Frequent communication is kept up daily between Versailles and St. Nom, Villegrenx, Dreux, Jouy, St. Cyr, Chevreuse, Houdan, Montfort, and Septeuil, by omnibuses.

N.B.—The Express Trains take neither Horses nor Carriages.

* Stops to set down Passengers only.

† 1st Class Express. ‡ 1st and 2nd Class Express.

Children under 3 years are conveyed free, provided they are taken on the knees of their friends. From 3 to 6 years, they pay half fare according to the class they occupy. Above 6 years they pay full fare.

Tickets are not issued for Bellevue and Paris from Versailles. For extra service between Versailles and Paris, see page 23.

French Railways.

PARIS & CORBEIL.—Chemin de Fer d'Orleans.—Terminus, Boulevart de l'Hopital.

[6930

English Miles.	Fares. 1st class.	2nd class.	3rd class.	Stations.	Trains. 1 1,2,3	2 1,2,3	3 1,2,3	4 1,2,3	5 1,2,3	6 1, 2, 3	7	8	9
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	noon	p.m.	p.m.	p.m.			
—	—	—	—	**Paris**.....dep.	7 45	10 20	12 0	2 10	5 15	9 25	...	...	...
5½	1 10	0 65	0 55	Choisy.....	8 0	10 35	12 15	2 25	5 30	9 40	...	...	...
8	1 70	1 25	0 90	Ablon.....	8 9	10 44	12 24	2 34	5 39	9 49	...	...	...
10	1 90	1 45	1 5	Athis-Mons.....	8 14	10 49	12 29	2 39	5 44	9 54	...	...	...
11½	2 10	1 60	1 15	Juvisy Junction	8 21	10 56	12 36	2 46	5 51	10 1	...	...	...
14½	2 70	2 0	1 50	Ris-Orangis	8 29	11 4	12 44	2 54	5 59	10 9	...	...	...
16½	3 15	2 15	1 60	Evry	8 37	11 12	12 52	3 2	6 7	10 17	...	...	...
18½	3 25	2 25	1 70	**Corbeil**.....arr.	8 47	11 22	1 2	3 12	6 17	10 27	...	...	...

CORBEIL AND PARIS.—Chemin de Fer d'Orleans.

[6930.

Engl. Miles.	Fares. 1st Cls.	2nd Cls.	3rd Cls.	Stations.	Trains. 1 1,2,3	2 1,2,3	3 1,2,3	4 1,2,3	5 1,2,3	*6 1,2,3	7 1,2,3	8	9
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	n'on	p.m.	p.m.	p.m.	p.m.		
—	—	—	—	**Corbeil**.....dep.	7 0	9 20	12 0	2 20	4 0	7 30	9 0	* Runs on Sundays and Fetes only.	...
2	0 65	0 50	0 35	Evry.....	7 7	9 27	12 7	2 27	4 7	7 37	9 7		...
4	0 80	0 60	0 45	Ris Orangis	7 15	9 35	12 15	2 35	4 15	7 45	9 15		...
6	1 35	1 0	0 75	Juvisy Junction.....	7 23	9 43	12 23	2 43	4 23	7 53	9 23		...
8	1 70	1 25	0 90	Athis-Mons.....	7 30	9 50	12 30	2 50	4 30	8 0	9 30		...
10	1 90	1 45	1 5	Ablon.....	7 35	9 55	12 35	2 55	4 35	8 5	9 35		...
13	2 35	1 75	1 30	Choisy.....	7 44	10 4	12 44	3 4	4 44	8 15	9 44		...
16½	3 25	2 25	1 70	**Paris**.....arr.	8 4	10 24	1 4	3 24	5 4	8 35	10 4		...

Conveyance of Carriages.—4-wheeled, 20 frs.; 2-wheeled, 15 frs.

PARIS, SCEAUX, TO ORSAY.—Chemin de Fer d'Orleans.

Miles.	Fares. Week Days. 1 Cl.	2 Cl.	3 Cl.	Sun. & Fetes. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4	5	6	7	8	9	10	11	12
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	—	—	—	**Paris**.....dep.	7 0	8 0	9 0	10 0	12 0	1 0	3 0	4 0	5 0	6 0	7 0	8 0
...	0 55	0 40	0 30	0 65	0 50	0 35	Arcueil, (Cachan)	7 9	8 9	9 9	10 9	12 9	1 9	3 9	4 9	5 9	6 9	7 9	8 9
...	0 75	0 55	0 45	0 80	0 65	0 50	Bourg-la-Reine...	7 17	8 15	9 15	10 15	12 17	1 15	3 17	4 15	5 17	6 15	7 17	8 15
...	0 75	0 55	0 45	0 80	0 65	0 50	Bourg-la-Reine	7 15	8 15	9 15	10 15	12 15	1 15	3 15	4 15	5 15	6 15	7 15	8 15
...	0 90	0 60	0 45	1 0	0 75	0 55	Fontenay	7 20	8 20	9 20	10 20	12 20	1 20	3 20	4 20	5 20	6 20	7 20	8 20
...	1 0	0 65	0 50	1 10	0 95	0 65	Sceaux ...arr.	7 26	8 26	9 26	10 26	12 26	1 26	3 26	4 26	5 26	6 26	7 26	8 26
...	1 0	0 65	0 55	1 10	0 95	0 65	Antony	7 27	...	9 27	...	12 27	...	3 27	...	5 27	...	7 27	...
...	1 30	1 0	0 75	1 35	1 10	0 85	Massy	7 36	...	9 36	...	12 36	...	3 36	...	5 36	...	7 36	...
...	1 65	1 10	0 85	1 85	1 35	1 10	Palaiseau	7 45	...	9 45	...	12 45	...	3 45	...	5 45	...	7 45	...
...	2 30	1 50	1 20	2 45	1 65	1 35	**Orsay**.....arr.	7 55	...	9 55	...	12 55	...	3 55	...	5 55	...	7 55	...

Extra Trains from Paris to Sceaux, on Sundays, Mondays, and Fêtes at 11 a.m. and 2 p.m.

ORSAY AND SCEAUX TO PARIS.—Chemin de Fer d'Orleans.

Miles.	Fares. Week Days. 1 Cl.	2 Cl.	3 Cl.	Sun. & Fetes. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4	5	6	7	8	9	10	11	12
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	—	—	—	**Orsay**.....dep.	...	8 5	...	10 5	...	1 5	...	4 5	...	6 5	...	8 5
...	0 55	0 45	0 30	0 65	0 55	0 40	Palaiseau	...	8 16	...	10 16	...	1 16	...	4 16	...	6 16	...	8 16
...	0 75	0 55	0 45	0 80	0 65	0 55	Massy	...	8 22	...	10 22	...	1 22	...	4 22	...	6 22	...	8 22
...	1 10	0 75	0 65	1 20	0 85	0 75	Antony	...	8 30	...	10 30	...	1 30	...	4 30	...	6 30	...	8 30
—	—	—	—	—	—	—	Sceaux ...dep.	7 30	8 30	9 35	10 30	12 30	1 30	3 30	4 30	5 30	6 30	7 30	8 30
...	0 45	0 30	0 25	0 55	0 45	0 35	Fontenay	7 35	8 35	9 35	10 35	12 35	1 35	3 35	4 35	5 35	6 35	7 35	8 35
...	0 45	0 35	0 30	0 65	0 50	0 40	Bourg-la-Reine..	7 45	8 45	9 45	10 45	12 45	1 45	3 45	4 45	5 45	6 45	7 45	8 45
...	1 30	0 55	0 [illegible]	1 35	1 10	0 85	Bourg-la-Reine...	7 45	8 45	9 45	10 45	12 45	1 45	3 45	4 45	5 45	6 45	7 45	8 45
...	1 65	1 20	0 [illegible]	1 85	1 35	1 10	Arcueil	7 51	8 51	9 51	10 51	12 51	1 51	3 51	4 51	5 51	6 51	7 51	8 51
...	2 30	1 50	1 20	2 45	1 65	1 35	**Paris**.....arr.	8 0	9 0	10 0	11 0	1 0	2 0	4 0	5 0	6 0	7 0	8 0	9 0

Extra Trains from Sceaux to Paris, on Sundays, Mondays, and Fêtes, at 11.30 a.m. and 2.30 p.m.

PARIS to ETAMPES and ORLEANS.—Chemin de Fer d'Orleans.—

Terminus.—No 71, Boulevard de l'Hôpital. [6930

English Miles.	FARES. 1st class	2nd class	3rd class	STATIONS.	TRAINS. 1 1,2,3 class	2 1st Ex.	3 1st Ex.	4 1,2,3 class	5 1,2,3 class	6 1,2,3 class	7 1,2,3 class	†8 1st Ex.	9 1st Ex.	10 1,2,3 class	11 1,2,3 class	12	13	14
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m	p.m.	p.m	p.m.	p.m.			
—	—	—	—	**Paris** .....dep.	7 0	9 10	9 30	10 0	1 45	4 20	6 0	8 0	8 25	10 55	11 40	...	...	...
6¼	1 10	0 65	0 55	Choisy	7 16	...	...	10 16	2 2	4 39	6 17	...	...	11 11	11 56	...	...	...
8	1 70	1 25	0 90	Ablon	7 25	...	...	10 25	2 11	4 49	6 26	...	...	11 20	...	...	...	...
...	1 90	1 45	1 5	Athis-Mons	...	...	...	...	...	4 55	...	...	...	...	...	...	...	...
12¼	2 10	1 60	1 15	Juvisy	7 35	9 33	...	10 35	2 22	5 3	6 36	8 25	...	11 30	...	...	...	...
13¾	2 45	1 85	1 35	Savigny-sur-Orge	7 42	...	...	10 42	2 29	5 10	6 43	...	...	11 37	...	...	...	...
15	2 70	2 0	1 35	Epinay	7 47	...	...	10 47	2 31	5 16	6 49	...	...	11 42	...	...	...	...
18	3 25	2 45	1 60	Saint Michel	7 58	...	10 4	10 58	2 45	5 29	7 0	...	9 2	11 53	12 27	...	...	...
19½	3 45	2 60	1 90	Brétigny	8 5	...	...	11 5	2 52	5 36	7 7	...	...	...	...	...	...	...
23	4 15	3 10	2 10	Marolles	8 15	...	...	11 15	3 3	5 48	7 18	...	...	12 7	...	...	...	...
24¾	4 50	3 35	2 45	Bouray	8 23	...	...	11 23	3 11	5 57	7 27	...	...	...	...	...	...	...
26¾	4 80	3 60	2 65	Lardy	8 30	...	...	11 30	3 18	6 5	7 34	...	...	...	...	...	...	...
30	5 50	4 10	3 0	Etréchy	8 41	...	...	11 41	3 29	6 18	7 46	...	...	...	...	...	...	...
31½	6 26	4 70	3 45	**Etampes**	9 0	10 17	10 39	12 0	3 49	6 31	8 8	9 12	9 42	12 41	1 14	...	...	...
43	7 85	5 90	4 30	Monnerville	9 29	...	...	...	4 18	Stop	8 37	...	...	...	...	...	...	...
46¾	8 40	6 30	4 60	Angerville	9 38	...	...	12 35	4 28	Stop	8 47	...	10 10	...	...	...	...	...
55½	9 95	7 50	5 50	Toury	10 3	10 59	11 21	12 59	4 52		9 11	10 0	10 32	1 41	2 11	...	...	...
60	10 65	8 0	5 85	Chateau-Gaillard	10 14	...	...	...	5 3	...	9 22	...	...	...	...	...	...	...
63¾	11 40	8 55	6 30	Artenay	10 27	...	...	...	5 16	...	9 35	...	...	...	...	...	...	...
67½	12 10	9 5	6 65	Chevilly	10 38	...	...	...	5 27	...	9 16	...	...	...	...	...	...	...
70	12 65	9 50	6 95	Cercottes	10 47	...	...	...	5 36	...	9 55	...	...	...	...	...	...	...
...	...	...	...	Les Aubrais (*Bifurcation*)	...	11 31	...	...	...	...	...	...	...	...	...	...	...	...
75¼	13 55	10 15	7 45	**Orleans** .....arr.	11 6	11 40	11 57	1 50	5 55	...	10 14	10 43	11 15	2 32	3 2	...	...	...
						p.m	p.m.	p.m.	p.m.			a.m.	a.m	a.m.				
146¾	26 30	19 65	14 40	TOURS (p. 34) arr.	...	2 25	...	5 38	9 52	...	...	1 27	2 10	6 24	...	...	...	...
						p.m.	...	a.m.				a.m.	a.m.	p.m.				
...	52 80	39 35	28 80	ST. NAZAIRE (p. 36)	...	9 32	...	...	...	...	...	...	...	6 15	...	...	...	...
363	64 75	48 55	35 60	BORDEAUX (p. 34)	...	9 59	...	4 33	...	...	...	9 2	9 41	6 17	...	...	...	...
						p.m	p.m.				a.m.	a.m.	a.m.					
250	44 50	33 60	24 65	LIMOGES (p. 28) ...	...	9 0	9 0	...	...	...	7 20	7 20	7 20	...	...	...	...	...

†Train 8 does not take Passengers except for Stations beyond Tours.

ORLEANS and ETAMPES to PARIS.

English Miles.	FARES. 1st class	2nd class	3rd class	STATIONS.	TRAINS. 1 1st Ex.	2 1st Ex.	3 1st Ex.	4 1,2,3 class	5 1,2,3 class	6 1,2,3 class	7 1st Ex.	8 1,2,3 class	9 1st Ex.	10 1,2,3 class	11	12	13	14
Dis.	fr. c.	fr. c.	fr. c.		p m.	p.m.					a.m.	a.m.						
...	...	...	...	LIMOGES (p. 29) dep.	4 40	...	...	...	...	...	6 15	6 15	...	...	...	...	...	...
						a.m.	p.m				nght	ught	a.m.					
...	...	...	...	BORDEAUX (p. 35) ...	...	9 40	3 15	...	...	p.m.	12 0	12 0	8 5	...	...	...	...	...
...	...	...	...	ST. NAZAIRE (p. 36)	...	11 0	4 0	...	...	6 45	...	...	...	...	...	...	...	...
						p.m.	p.m.			a.m.	a.m.	a.m.	p.m.	p.m.	...	...	...	...
...	...	...	...	TOURS (p. 35)	...	8 50	11 10	...	...	6 15	11 35	11 45	3 52	1 57	...	...	...	...
					a.m.	a.m.	a. m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	...	...	...	...
—	—	—	—	**Orleans**.....dep.	12 55	1 15	2 15	...	6 35	10 35	2 45	3 5	6 15	6 40	...	...	...	...
...	...	...	...	Les Aubrais *Bifurcation*	...	...	...	...	...	...	2 40	...	6 25	...	...	...	...	...
5¼	1 0	0 75	0 55	Cercottes	...	...	...	...	0 51	10 51	...	3 21	...	6 56	...	...	...	...
8¼	1 55	1 30	0 85	Chevilly	...	...	...	...	7 0	11 0	...	3 30	...	7 5	...	...	...	...
12¼	2 25	1 70	1 25	Artenay	...	...	...	...	7 11	11 12	...	3 42	...	7 16	...	...	...	...
16¾	3 0	2 25	1 65	Chateau-Gaillard	...	...	...	...	7 24	11 25	...	3 55	...	7 29	...	...	...	...
20¾	3 70	2 75	2 5	Toury	1 41	2 10	3 0	...	7 38	11 30	3 26	4 8	6 59	7 44	...	...	...	...
29¼	5 25	3 95	2 90	Angerville	2 1	...	...	...	8 0	12 1	...	4 30	...	8 6	...	...	...	...
32¼	5 80	4 35	3 20	Monnerville	...	...	...	a.m.	8 9	12 10	...	4 29	...	8 15	...	...	...	...
41¼	7 40	5 55	4 5	**Etampes**	2 37	3 12	3 55	7 0	8 44	12 45	4 13	5 11	7 45	8 48	...	...	...	...
45¼	8 20	6 15	4 50	Etréchy	...	...	...	7 15	8 58	12 59	...	5 21	...	9 1	...	...	...	...
49¼	8 85	6 65	4 85	Lardy	...	...	...	7 27	9 9	1 10	...	5 36	...	9 13	...	...	...	...
51¾	9 20	6 90	5 5	Bouray	...	...	...	7 36	9 17	1 18	...	5 43	...	9 20	...	...	...	...
53	9 50	7 15	5 25	Marolles	...	...	...	7 45	9 26	1 27	...	5 52	...	9 29	...	...	...	...
56¾	10 20	7 65	5 60	Brétigny	...	...	...	7 56	9 36	1 37	...	6 3	...	9 40	...	...	...	...
58	10 40	7 80	5 75	Saint-Michel	3 17	3 59	4 33	8 7	9 46	1 47	4 47	6 12	8 17	9 49	...	...	...	...
61¼	11 0	8 25	6 5	Epinay	...	...	...	8 18	9 56	1 57	...	6 21	...	9 58	...	...	...	...
62¾	11 20	8 40	6 15	Savigny-sur-Orge	...	...	...	8 25	10 1	2 2	...	6 26	...	10 3	...	...	...	...
63¾	11 40	8 55	6 30	Juvisy	...	...	...	8 38	10 8	2 10	5 0	6 34	...	10 11	...	...	...	...
...	11 75	8 80	6 45	Athis-Mons	...	...	...	8 40	10 15	...	...	...	...	...	...	...	...	...
67½	12 0	9 0	6 60	Ablon	...	...	...	8 45	10 21	2 20	...	6 44	...	10 21	...	...	...	...
70	12 55	9 40	6 90	Choisy	...	...	...	8 56	10 32	2 29	...	6 54	...	10 31	...	...	...	...
75¼	13 55	10 15	7 45	**Paris** .....arr.	4 0	4 51	5 15	9 16	10 53	2 50	5 30	7 16	8 56	10 52	...	...	...	...

Conveyance of Carriages.—Paris to Orleans, 4-wheeled, 62 frs.; 2-wheeled, 62 frs.

Remarks.—LUGGAGE.—30 kilogrammes (65 lbs.) allowed free.

ORLEANS, VIERZON, BOURGES, LE GUETIN, CHATEAUROUX, ARGENTON, and LIMOGES.—Chemin de fer d'Orleans. [6930

Dis.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1st Ex.	1,2,3 class	1,2,3 class	1 cl. Ex.	1,2,3 class	
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
	From Paris.			PARIS (page 27) .....dep.	...	7 0	9 30	1 45	6 0	8 25	11 40	...
				ORLEANS (page 27) .....arr.	...	11 6	11 57	5 55	10 14	11 15	3 2	...
						p.m.		p.m.	p.m.	p.m.	a.m.	...
75½	13 55	10 15	7 45	**Orleans** .....dep	5 50	12 14		6 30	10 30	11 28	3 15	...
...	...	...	...	Les Aubrais (*Bifurcation*)	...	...		...	...	...	...	...
90½	16 0	12 0	8 80	La Ferte-Saint-Aubin	6 29	12 46		7 9	11 6	...	...	
100	17 80	13 35	9 80	Lamotte-Beuvron	6 58	1 10		7 38	11 32	12 13	4 14	
104½	18 50	13 85	10 15	Nouan-le-Fuzelier	7 11	1 21		7 51	...	...	...	
111½	19 80	14 85	10 90	Salbris	7 34	1 40		8 14	12 1	12 36	4 43	
119½	21 30	15 95	11 70	Theillay	7 55	1 58		8 35	...	...	...	
126½	22 30	16 80	12 30	**Vierzon** ..... arr.	8 16	2 16		8 56	12 36	1 4	5 18	
	22 30	16 80	12 30	126½ **Vierzon** {*Tunnel* of 221 meters} dep.	8 35	2 28		9 10		1 15	5 28	
	23 50	17 65	12 95	132½ Foëcy	8 53	2 44		9 28		...	...	
	24 10	18 5	13 25	135½ Mehun	9 4	2 53		9 39		...	...	
	25 0	18 75	13 75	139½ Marmagne	9 18	3 5		9 53		...	...	
	26 0	19 50	14 30	145½ **Bourges**	9 45	3 25		10 8		2 4	6 20	
	27 10	20 35	14 90	151½ Moulins-s Yevre	10 3	3 40		Stop		...	6 36	
	27 80	20 85	15 30	156 Savigne-en-Septaine	10 15	3 50				...	6 47	
	28 35	21 25	15 60	159½ Avor	10 27	4 0				...	6 58	
	29 35	22 0	16 15	... Bengy	10 43	4 13		...		...	7 12	
	30 0	22 50	16 50	167¾ Neronde	10 57	4 23		...		2 52	7 26	
	31 35	23 50	17 25	175¾ La Guerche	11 20	4 43		...		3 11	7 47	
	32 35	24 30	17 80	181 **Le Guetin** (pp. 30, 32)...arr.	11 40	5 0		...		3 28	8 5	
					p.m.	a.m.				p.m.	p.m.	
	...	...	...	LYONS (page 32).....arr	10 5	4 35		...		1 40	6 5	
	...	...	...	BRIOUDE (page 30) .....arr	7 30	p.m.		...		10 50	3 48	
126½	22 30	16 80	12 30	**Vierzon** .....dep.	8 45	2 40		9 20		1 25	...	
135½	24 10	18 5	13 25	Chery	9 14	3 4		9 46		...	...	
138	22 55	18 40	13 60	Reuilly	9 23	3 12		9 55		1 52	...	
144½	25 65	19 25	14 10	Sainte Lizaigne	9 41	3 28		10 13		...	...	
148½	26 45	19 80	14 55	Issoudun	10 3	3 44		10 35		2 18	...	
156	27 80	20 85	15 30	Neuvy-Pailloux	10 24	4 3		10 56		...	...	
165½	29 45	22 10	16 20	**Chateauroux**	10 58	4 32		11 20		2 59	...	
172½	30 80	23 10	16 95	Luant	11 19	4 51		Stop		...	...	
175½	31 35	23 50	17 25	Lothier	11 29	5 1				...	...	
181½	32 35	24 30	17 80	Chabenet	11 46	5 16				3 34	...	
184½	32 95	24 70	18 10	**Argenton**	12 7	5 39		...		3 50	...	
190½	34 5	25 55	18 75	Celon	12 30	6 2		...		4 10	...	
197	35 30	26 45	19 10	Equzon	12 51	6 22		...		4 28	...	
201½	36 5	27 5	19 85	Saint-Sebastien	1 6	6 35		...		4 39	...	
205½	36 85	27 65	20 25	Forgevieille	1 20	6 50		...		4 50	...	...
213½	38 20	28 65	21 0	La Souterraine	1 49	7 16		...		5 12	...	...
219½	39 20	29 40	21 55	Fromental	2 6	7 31		...		5 26	...	...
226½	40 45	30 30	22 25	Bersac	2 25	7 48		...		5 42	...	...
231½	41 45	31 10	22 80	Lauriere	2 43	8 3		...		5 56	...	...
233½	41 90	31 40	23 5	La Jouchere	2 53	8 12		...		6 5	...	...
238½	43 80	32 10	23 55	Ambazac	3 8	8 25		...		6 17	...	...
250½	44 80	33 60	24 65	**Limoges** ....arr.	3 46	9 0		...		6 50	...	...

LUGGAGE—30 kilogrammes (65 lbs.) allowed free.

MOULINS TO MONTLUCON. [6930

Dis.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3						
	fr. c.	fr. c.	fr. c.		a.m.	p.m.						
—	—	—	—	**Moulins** .....dep.	7 10	3 50	...	...	...	...	...	...
...	...	...	...	Noyant	7 39	4 39	...	...	...	...	...	...
...	...	...	...	Tronget	8 23	5 3	...	...	...	...	...	...
...	...	...	...	Chavenon	8 53	5 33	...	...	...	...	...	...
...	...	...	...	Villefranche	9 13	5 53	...	...	...	...	...	...
...	...	...	...	La Prade	9 43	6 20	...	...	...	...	...	...
...	...	...	...	**Montlucon** ..... arr.	10 40	7 20	...	...	...	...	...	...

LIMOGES, ARGENTON, CHATEAUROUX, VIERZON, LE GUETIN, BOURGES, AND ORLEANS.—Chemin de fer d'Orleans.

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3 cl. Ex.	1,2,3	1,2,3	1,2,3	
Dis.	fr. c.	fr. c.	fr. c.		a. m.	p. m.	a.m.	a. m.		
—	—	—	—	**Limoges** ..... dep.	...	4 40	6 15	11 40	...	...
11½	2 15	1 60	1 15	Ambazac	..	5 12	6 46	12 15	...	...
16½	2 90	2 20	1 60	La Jonckere	...	5 25	6 58	12 30	...	...
19½	3 45	2 60	1 90	Lauriere	...	5 36	7 8	12 42	...	...
24½	4 50	3 35	2 45	Bersac	...	5 50	7 21	12 58	...	...
31½	5 60	4 20	3 10	Fromental	...	6 8	7 37	1 17	...	
37½	6 70	5 5	3 70	La Souterraine	...	6 30	7 56	1 43	...	
44½	7 95	5 95	4 35	Forgevielle		6 49	8 13	2 4	...	
49½	8 85	6 65	4 85	Saint-Sebastien		7 3	8 26	2 20	...	
53	9 50	7 15	5 25	Egwzon		7 15	8 37	2 33	...	
59½	10 75	8 5	5 90	Célon		7 35	8 55	2 54	...	
66½	12 0	9 0	6 60	**Argenton**		8 4	9 24	3 25	...	
70	12 55	9 40	6 90	Chabenet	* 1st class.	8 13	9 33	3 35	...	
75½	13 55	10 15	7 45	Lothier		...	9 47	3 52	...	
78	14 0	10 50	7 70	Luant	...	...	9 56	4 2	...	
86½	15 45	11 60	8 50	**Chateauroux**	5 25	9 0	10 23	4 39	...	
95½	17 15	12 85	9 40	Neuvy-Pailloux	5 50	...	10 44	5 4	...	
103	18 50	13 85	10 15	Issoudun	6 15	9 37	11 5	5 34	...	
107½	19 25	14 45	10 60	Sainte-Lizaigne	6 28	...	11 16	5 48	...	
113	20 25	15 20	11 15	Reuilly	6 46	10 0	11 31	6 8	...	
116½	20 85	15 60	11 45	Chory	6 55	...	11 39	6 17	...	
125½	22 50	16 90	12 40	**Vierzon** ..... arr.	7 24	10 30	12 4	6 55	a.m.	
..	..	..	..	Brioude (page 31) .. .. dep.	...	12 45	...	...	5 0	
						a.m.	p.m.	a.m.		
From Le Guetin.				Lyons (page 33) ..... dep.	...	10 35	10 35	6 0	...	
						p.m.	a.m.	p.m.	p.m.	
—	—	—	—	**Le Guetin** (pages 31, 33) dep.	...	*3 30	3 50	4 10	12 30	
	1 0	0 75	0 55	5½ La Guerche	...	8 44	9 8	4 28	12 46	
	2 45	1 85	1 35	13½ Nerondes	...	9 3	9 32	4 52	1 8	
	3 15	2 35	1 70	.. Bengy	...	...	9 44	5 4	1 19	
	4 5	3 0	2 20	22½ Avor	...	...	10 0	5 20	1 33	
	4 70	3 55	2 60	26 Savigny-en-Septaine	...	...	10 12	5 32	1 44	
	5 40	4 5	2 95	30 Moulins-s-Yevre	a. m.	...	10 24	5 44	1 55	
	6 50	4 85	3 55	36½ **Bourges**	6 35	9 55	10 50	6 10	2 18	
	7 50	5 65	4 15	41½ Marmagne	6 51	...	11 6	6 28	2 33	
	8 40	6 30	4 60	46½ Mehun	7 5	...	11 20	6 42	2 46	
	8 95	6 70	4 95	50 Foëcy .... { *Tunnels of* } ..	7 16	...	11 32	6 53	2 56	
	10 10	7 55	5 55	56 **Vierzon** { 221 metres. } arr.	7 37	10 40	11 53	7 14	3 16	
From Vierzon.				**Vierzon** ..... dep.	7 55	10*55	11 5	12 20	7 25	3 32
6½	1 25	0 90	0 70	Theillay	8 13	...	...	12 35	7 43	3 48
14½	2 60	1 95	1 40	Salbris	8 35	11 24	11 36	12 54	8 5	4 9
21½	3 90	2 95	2 15	Nouan	8 56	...	...	1 12	8 26	4 28
26	4 70	3 55	2 60	Lamotte	9 11	11 50	12 6	1 26	8 43	4 43
36½	6 60	4 85	3 55	La Ferté	9 39	...	...	1 48	9 12	5 7
..	...	...	...	Les Aubrais (*Bifurcation*)	...	...	...	...	...	...
50½	9 5	6 80	5 0	**Orleans** ..... arr.	10 21	12 40	1 0	2 23	9 51	5 45
...	...	...	...	Orleans (page 27) ..... dep	10 35	12 55	1 15	2 45 3 5		6 15
					p m.	a.m.	a.m.	p.m p.m.		p.m.
126	2 30	16 95	12 45	Paris (page 27) .... arr.	2 50	4 0	4 51	5 30 7 15	...	8 55

Luggage—30 Kilogrammes (65 lbs.) allowed free.

[6930.

MONTLUCON TO MOULINS.

[6930

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3				
Dis.	fr. c.	fr. c.	fr. c.		a. m.	p. m.	p. m.				
—	—	—	—	**Montlucon** ..... dep.	6 5	2 45	*4 55	...	...	...	...
...	...	...	...	La Presle	7 12	3 52	5 52	...	...	...	...
...	...	...	...	Villefranche	7 31	4 10	Stop	...	...	...	...
...	...	...	...	Chavenon	7 51	4 31		...	...	...	...
...	...	...	...	Tronget	8 22	5 2		...	...	...	...
...	...	...	...	Noyant	8 41	5 25	...	...	...	...	...
...	...	...	...	**Moulins** ..... arr.	9 29	6 17	...	...	...	...	...

* Runs on Market Days only.

LE GUETIN TO ST. GERMAIN-DES-FOSSES, RIOM, CLERMONT-FERRAND, AND BRIOUDE.—Chemin de fer de Lyon par le Bourbonnais.

Dis.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1st Ex.	1,2,3 class				
	fr. c.	fr. c.	fr. c.		p.m.	p.m.	a.m.	a.m.	p.m.				
	From Paris.			PARIS (page 27) .....dep.	8 25	11 40	...	9 30	...	...	...	...	...
75½	13 55	10 15	7 45	ORLEANS (page 38) .... „	11 35	3 15	5 50	12 30	...	...	...	...	...
..	...	...	...	LE GUETIN (pp. 28, 33) arr.	3 28	8 5	11 40	4 27	...	...	...	...	...
					a.m.	a.m.	p.m.	p.m.	p.m.				
181½	32 50	24 35	17 85	**Le Guetin** .....dep.	3 40	8 18	12 0	4 40	5 55	...	...	...	...
188½	33 80	25 35	18 60	Mars	...	8 36	12 18	...	6 13	...	...	...	...
192½	34 60	25 95	19 5	Saint Pierre	4 10	8 51	12 30	5 6	6 28	...	...	...	...
197½	35 60	26 70	19 60	Saint Imbert.....	...	9 6	12 48	...	6 43	...	...	...	...
204½	36 60	27 45	20 15	Villeneuve-sur-Allier	...	9 22	1 4	...	6 59	...	...	...	...
213½	38 20	28 65	21 0	Moulins-sur-Allier	5 1	9 47	1 20	5 48	7 24	...	...	...	...
221½	39 75	29 80	21 85	Bessay	5 20	10 8	1 50	...	7 45	...	...	...	...
225	40 30	30 25	22 20	Hauterive	...	10 19	2 1	...	7 56	...	...	...	...
230½	41 35	31 0	22 75	Varennes-sur-Allier	5 41	10 35	2 17	...	8 12	...	...	...	...
233½	42 10	31 60	23 15	Crechy	...	10 46	2 28	...	8 23	...	...	...	...
239½	42 80	32 10	23 55	**St. Germain-d-Fosses**	5 59	10 57	2 39	6 35	8 34	...	...	...	...
					a.m.	a.m.	p. m.		p.m.				
	See	page	32	ST. GERMAIN-DES-FOSSES dp.	6 20	11 19	2 53	...	8 55	...	...	...	...
				ROANNE .....arr.	8 24	1 22	4 28	...	11 0	...	...	...	...
				LYONS ... .arr.	1 40	6 5	10 5	...	4 35	...	...	...	...
					a.m.	a m.	p.m.	p.m.	p.m.				
..	...	...	...	**St. Germain-d-Fosses**	6 25	11 30	3 0	6 50	8 50	...	...	...	...
240½	43 45	32 60	23 90	Saint Remy (Vichy)	6 34	11 39	3 10	7 0	9 0	...	...	.	...
248	44 80	33 60	24 65	Monteignet	6 52	11 51	3 29	...	9 19	...	...	...	...
251½	45 50	34 10	25 5	Gannat	7 5	12 10	3 42	7 30	9 34	...	...	...	...
258½	46 70	35 5	25 70	Aigueperse	7 23	12 26	4 1	7 48	9 53	...	...	...	...
264½	47 85	35 90	26 30	Pontmort	7 38	12 41	4 17	...	10 9	a.m.	p.m.	...	...
268½	48 60	36 45	26 75	**Riom**	7 50	12 53	4 31	8 12	10 25	3 0	9 45	...	...
272½	49 30	36 95	27 10	Gerzat	8 1	1 4	4 43	...	10 37	3 12	9 56	...	...
277½	50 0	37 55	27 55	**Clermont Ferrand** arr.	8 12	1 15	4 55	8 38	10 50	3 25	10 10	...	...
...	...	...	...	„ dep.	8 22	1 25	5 5	8 50	Stop	Stop	Stop	...	..
282	51 0	38 25	28 5	Sarlieve	8 38	1 39	5 20	9 5				...	...
283½	51 20	38 40	28 15	Le Cendre.....	8 45	1 45	5 26	9 11				...	...
286½	51 75	38 80	28 50	Les Martres-Veyre	8 55	1 55	5 36	9 21	...	...	...	...	...
296½	52 10	39 5	28 65	Vic-le-Comte	9 3	2 2	5 44	9 29	...	...	...	...	...
299½	52 90	39 65	29 10	Coudes	9 16	2 17	5 57	9 42	...	...	...	...	...
302½	54 0	40 50	29 70	Issoire	9 39	2 39	6 20	10 0	...	...	...	...	...
304½	55 0	41 25	30 25	Le Breuil	9 55	2 55	6 36	Stop	...	...	...	...	...
307	55 45	41 60	30 50	Le Saut-du-Loup.....	10 5	3 5	6 46		...	...	...	...	..
310½	56 15	42 10	30 90	Brassac	10 17	3 17	6 59		...	...	...	...	...
314½	56 80	42 60	31 25	Arvant	10 30	3 30	7 12	...	...	...	...	...	...
320½	57 90	43 45	31 85	**Brioude** .....arr.	10 50	3 48	7 30	...	...	...	...	...	...

LE GUETIN TO NEVERS.—Chemin de fer de Lyon.

Dis.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1st class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1st Ex.	1,2,3 class	1,2,3 class
	fr. c.	fr. c.	fr. c.		p.m.	p.m.	a.m.	a.m.	p.m.	a.m.	a.m	p.m.
—	—	—	—	PARIS (page 27) .....dep.	8 25	11 40	...	...	...	9 30	7 0	...
...	...	...	...	LE GUETIN .....arr.	3 28	8 5	...	...	...	4 27	5 42	...
					a.m.	a.m.	a.m.	a.m.	p. m.	p.m.	p.m.	p.m.
181½	32 50	24 35	17 85	**Le Guetin** .....dep.	3 45	8 25	9 45	10 55	12 35	4 45	6 0	8 35
188½	33 80	25 35	18 60	**Nevers**.....arr.	4 5	8 45	10 5	11 15	12 55	5 5	6 25	8 55

* **Remarks.**—LUGGAGE.—30 kilogrammes=65 lbs. allowed free.

BRIOUDE TO CLERMONT-FERRAND, RIOM, ST. GERMAIN-DES-FOSSES AND LE GUETIN.—Chemin de fer de Lyon par le Bourbonnais.

Eng. Miles	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	[27–5
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	
—	—	—	—	**Brioude** ..... dep.	...	5 0	...	...	...	12 45	...	6 25	...
6½	1 25	0 90	0 70	Arvant	...	5 19	...	...	...	1 4	...	6 44	...
10½	1 90	1 45	1 5	Brassac	...	5 32	...	...	...	1 17	...	6 57	...
13½	2 45	1 85	1 35	Le Saut-du-Loup	...	5 43	...	...	...	1 28	...	7 8	...
16	2 90	2 20	1 60	Le Breuil	...	5 53	a.m.	...	...	1 38	...	7 18	...
21½	3 90	2 95	2 15	Issoire	...	6 13	7 55	...	...	1 58	...	7 36	...
28½	5 15	3 85	2 85	Condes	...	6 32	8 14	...	...	2 19	...	7 55	...
32½	5 80	4 35	3 20	Vic-le-Comte	...	6 45	8 27	...	...	2 32	...	8 8	...
34½	6 25	4 70	3 45	Les Martres-Veyre	...	6 53	8 35	...	...	2 40	...	8 16	...
37½	6 70	5 5	3 70	Le Cendre	...	7 3	8 46	...	...	2 50	...	8 26	...
39	7 5	5 30	3 90	Sarliève	...	7 9	8 52	...	...	2 56	...	8 32	...
43½	7 85	5 90	4 30	**Clermont-Ferrand** arr.	a.m.	7 23	9 6	noon	...	3 10	p.m.	8 45	...
...	...	...	...	,, dep.	6 40	7 33	9 14	12 0	...	3 35	6 40	9 0	...
47½	8 60	6 45	4 75	Gerzat	...	7 45	...	12 13	...	...	6 53	9 13	...
52	9 40	7 5	5 15	**Riom**	7 5	8 2	9 38	12 25	...	3 59	7 8	9 25	...
56½	10 20	7 65	5 60	Pontmort	...	8 14	...	...	...	...	7 20	...	...
62	11 20	8 40	6 15	Aigueperse	7 31	8 31	10 4	Stop	...	4 24	7 38	Stop	...
68½	12 45	9 30	6 85	Gannat	7 50	8 51	10 24		...	4 44	7 58		...
73½	13 20	9 90	7 25	Monteignet	...	9 2	...	...	...	...	8 7	...	...
80½	14 55	10 90	8 0	Saint Remy	8 17	9 21	10 51	...	...	5 11	8 26	...	...
83½	15 10	11 35	8 30	**St. Germain-d-Fosses**	8 25	9 30	11 0	...	...	5 20	8 35	...	...
							Stop	a.m.	p.m.	a.m.	Stop		
	See page		33	Lyons ..... dep.	...	a.m.		6 0	10 35	10 35		...	...
				Roanne	...	7 42	...	11 11	3 55	3 33		...	...
				St. Germain-des-Fosses ar.	...	9 34	...	1 5	5 50	5 27	...	...	...
					a.m.	a.m.		p.m.	a.m.	p.m.			
...	...	...	...	**St. Germain-d-Fosses**	8 40	9 49	...	1 20	6 30	5 50	...	...	...
88	15 90	11 95	8 75	Crechy	...	10 0	...	1 32	6 42	6 1	...	...	...
91½	16 55	12 45	9 10	Varennes-sur-Allier	...	10 11	...	1 44	6 53	6 13	...	...	...
97½	17 35	13 20	9 65	Hauterive	...	10 25	...	1 59	7 8	6 27	...	...	...
101	18 25	13 70	10 0	Bessay	...	10 35	...	2 10	7 19	6 37	...	...	...
109½	19 80	14 90	10 90	Moulins-sur-Allier	9 32	10 58	...	2 35	7 49	7 10	...	...	...
117½	21 25	15 95	11 70	Villeneuve-sur-Allier	...	11 17	...	2 56	8 10	7 19	...	...	...
...	...	...	...	Saint Imbert	...	11 32	...	3 10	8 26	7 34	...	...	...
129½	23 40	17 55	12 85	Saint Pierre	10 12	11 48	...	3 29	8 45	7 50	...	...	...
134	24 15	18 15	13 30	Mars	...	11 59	...	3 42	8 58	8 1	...	...	...
140½	25 50	19 15	14 5	**Le Guetin** ..... arr.	10 35	12 15	...	4 6	9 15	8 15	...	...	...
					a.m.	p.m.		p.m.	a.m.	p.m.			
...	...	...	...	Le Guetin (pages 29,33) dep.	11 0	12 30	...	4 10	9 40	8 30	...	...	...
...	44 65	33 50	24 60	Orleans (page 29) ... arr.	1 55	6 40	...	9 54	3 50	1 10	...	...	...
320½	57 90	43 45	31 85	Paris (page 27) ... ,,	5 11	10 52	...	...	7 48	4 49	...	...	...

NEVERS TO LE GUETIN.—Chemin de fer de Lyon.

Eng. Miles	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1 l. Ex.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Nevers** ..... dep.	3 0	7 40	9 5	10 20	11 25	3 35	5 15	7 50
7½	1 20	1 0	0 75	**Le Guetin** ..... arr.	3 20	8 0	9 25	10 40	11 45	3 55	5 35	8 10
							a.m.	a.m.	p.m.			p.m.
...	...	...	...	Le Guetin ..... dep.	...	...	9 40	11 0	12 30	...	...	8 30
312½	83 80	25 35	18 90	Paris (page 27) ..... arr.	...	...	7 48	5 11	10 52	...	...	4 49

PARIS, LE GUETIN, ROANNE, ST. ETIENNE, ANDREZIEUX, AND LYONS.—Chemin de fer de Paris a Lyon par le Bourbonnais. [26-7

Dis.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1st Ex.	1,2,3 class	1,2,3 class		
	fr. c	fr. c.	fr. c.	ORLEANS LINE.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m	p.m.		
—	—	—	—	PARIS (page 27) ..... dep.	...	...	6 0	8 25	11 40	...	...	9 30	7 0	...	...	...
							p.m.	p.m.	a.m.			a.m.	p.m.	a.m.		
75½	13 55	10 15	7 45	ORLEANS (page 38)	...	...	10 30	11 28	3 15	...		5 50	12 20	11 48	...	...
							a m.		a m			a.m.	p.m.	p.m.		
126½	22 40	16 80	12 30	VIERZON (page 28)	...	...	1 15		5 28	...		8 35	2 35	2 55	...	...
							a.m.		a.m.			a.m.	p.m.	p.m.		
145½	26 0	19 50	14 30	BOURGES (page 28	...	...	2 4		6 20	...		9 45	3 17	3 59	...	...
							a m.		a.m			a.m.	p.m.	p.m.		
191	32 35	24 30	17 80	Le Guetin (page 29) .....arr.	...	...	3 28		8 5	...		11 40	4 27	5 42	...	...
From Guetin.				BOURBONNAIS LINE.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m		noon	p.m.	p.m.		
181	—	—	—	Le Guetin .....dep.	...	...	...	3 40	8 18	...		12 0	4 40	5 55	...	...
189	1 35	1 0	0 75	Mars.....	...	...	...	...	8 36	...		12 18	...	6 13	...	...
192	2 15	1 60	1 15	Saint Pierre	...	...	...	4 10	8 51	...		12 33	5 6	6 28	...	...
197	3 15	2 35	1 70	Saint-Imbert.....	...	...	...	...	9 6	...		12 48	...	6 43	...	...
204	4 25	3 20	2 35	Villeneuve-sur-Allier.....	...	...	...	...	9 22	...		1 4	...	6 59	...	...
213	5 70	4 30	3 15	Moulins-sur-Allier	...	...	...	5 1	9 47	...		1 29	5 48	7 24	...	...
221	7 30	5 45	4 0	Bessay.....	...	...	...	5 20	10 8	...		1 50	...	7 45	...	...
225	7 98	5 95	4 35	Hauterive	...	...	...	...	10 19	...		2 1	...	7 56	...	...
230	8 95	6 70	4 90	Varennes-sur-Allier	...	...	...	5 41	10 35	...		2 17	...	8 12	...	...
233	9 65	7 20	5 30	Crechy.....	...	...	...	...	10 46	...		2 28	...	8 23	...	...
239	10 40	7 80	5 75	St. Germain-des-Fosses ...arr	...	...	...	5 59	10 57	...		2 39	6 35	8 34	...	...
...	...	...	...	" " dep.	...	...	...	6 20	11 19	...		2 53	Stop	8 55	...	...
243	11 10	8 30	6 10	St Geran-le-Puy.....	...	...	...	6 33	11 32	...		3 5		9 7	...	...
250	12 30	9 25	6 80	La Palisse.....	...	...	...	6 54	11 53	...		3 24		9 25	...	...
254	13 10	9 85	7 20	Arfeuilles	...	...	...	7 7	12 6	...		3 36	...	9 37	...	...
260	14 20	10 65	7 80	St Martin-d'Estre	...	...	...	7 28	12 26	...		3 56	...	9 56	...	...
...	15 25	11 40	8 40	La Pacaudiere	...	...	...	7 45	12 43	...		4 11	...	10 11	...	...
272	16 35	12 25	9 0	St. Germain Lespin.....	...	...	...	8 4	1 1	...		4 28	...	10 28	...	...
280	17 80	13 35	9 80	Roanne .....arr	...	...	a.m.	8 24	1 22	...		4 47	...	10 47	...	...
...	...	...	...	.....dep	...	...	6 0	8 31	1 32	...		5 0	...	11 0	...	...
...	18 45	13 85	10 15	Le Coteau	...	...	6 7	8 38	1 39	...		5 8	...	...	...	...
285	19 35	14 50	10 65	St. Cyr.....	...	...	6 21	8 54	1 54	...		5 21	...	...	...	...
288	20 0	15 5	11 0	Vendranges-St.-Prie	...	...	6 33	9 7	2 7	...		5 32	...	...	...	...
291	20 60	15 45	11 30	St. Jodard	...	...	6 44	9 19	2 19	...		5 42	...	...	...	...
296	21 80	16 35	12 0	Balbigny.....	...	...	7 6	9 41	2 41	...		6 3	...	12 1	...	...
304	22 80	17 15	12 55	Fours	...	...	7 24	9 56	2 56	...		6 19	...	12 20	...	...
311	24 5	18 5	13 25	Montrond (Montbrison)	...	...	7 48	10 16	3 16	...		6 41	...	12 46	p.m.	...
317	25 15	18 90	13 85	Saint Galmier	...	...	8 6	10 32	3 33	...		6 58	...	...	9* 0	...
320	25 75	19 30	14 15	La Renardiere	...	...	8 18	10 42	3 43	...		7 8	...	...	9 10	...
322	26 35	19 75	14 45	La Fouillouse	...	...	8 29	10 52	3 53	...		7 19	...	...	9 22	...
325	26 75	20 5	14 70	Villars.....	...	...	8 39	11 1	4 3	...		7 28	...	...	9 32	...
330	27 30	20 50	15 0	St. Etienne.....arr.	...	...	8 50	11 10	4 14	...		7 37	...	1 40	9 43	...
From Andrezieux.				Andrezieux .....dep.	...	...	6 55	10 55	...	*3 40		...	8 0	...		...
—	—	—	—	— La Quérillière	...	...	7 8	11 8	...	3 53		...	8 13	...		...
...	0 60	0 60	0 45	4½ La Fouillouse	...	...	7 26	11 26	...	4 11		...	8 31	...		...
...	1 25	0 90	0 70	6½ Villars.....	...	...	7 36	11 36	...	4 21		...	8 41	...		...
...	1 90	1 45	1 5	10½ St. Etienne.....arr	...	...	7 47	11 47	...	4 33		...	8 52	...		...
...	...	...	...	St. Etienne .....dep	...	6 20	9 0	11 20	4 24	6 10		7 50	...	2 15		...
331	27 75	20 80	15 25	Terrenoire	...	6 30	9 9	11 30	...	6 29		7 58	...	...		...
336	28 63	21 50	15 75	St. Chamond	...	6 47	9 24	11 47	4 46	6 37		8 13	...	2 43		...
339	29 20	21 90	16 5	Les Rouardes Grandcroix	...	6 58	9 34	11 58	...	6 48		8 22	...	...		...
343	29 45	22 35	16 35	Rive-de-Gier	...	7 14	4 49	12 14	5 6	7 4		8 36	...	3 9		...
...	...	...	...	Couzon	...	7 19	9 54	12 19	...	7 9		8 41	...	...		...
348	29 45	22 35	16 70	Burel	...	7 28	10 3	12 28	...	7 18		8 50	...	...		...
348	29 45	22 35	16 95	Saint Romain	a.m.	7 38	10 12	12 36	...	7 26		8 58	...	...		...
351	29 45	22 35	17 15	Givors (page 47).....	4 0	7 50	10 27	12 50	5 29	7 40		9 12	...	3 45		...
358	29 45	22 35	17 15	Grigny.....	4 8	7 58	10 37	12 59	...	7 49		9 21	...	...		...
354	29 45	22 35	17 15	La Tour de Millary.....	4 14	8 5	10 43	1 5	...	7 55		9 27	...	...		...
356	29 45	22 35	17 15	Vernaison	4 19	8 10	10 48	1 10	...	8 0		9 32	...	...		...
358	29 45	22 35	17 15	Irigny	4 26	8 16	10 55	1 16	...	8 6		9 38	...	...		...
361	29 45	22 35	17 15	Oullins.....	4 39	8 28	11 8	1 28	5 52	8 18		9 50	...	...		...
362	29 45	22 35	17 15	Lyons (Perrache) .....arr.	4 55	8 40	11 20	1 40	6 5	8 30		10 5	...	4 38		...

* Sundays only.

ST. ETIENNE and FIRMINY.

Dis.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3				
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.				
—	—	—	—	St. Etienne .....dep.	6 0	9 15	11*30	1 0	3 35	6 20	9 25				
...	...	...	...	Le Clapier	6 6	9 21	11 36	1 6	3 41	6 26	9 31				
...	...	...	...	Bellevue	6 15	9 30	11 45	1 15	3 50	6 35	9 40				
...	...	...	...	La Bicamarie	6 26	9 41	12 56	1 26	4 1	6 46	9 51				
...	...	...	...	Le Chambon	6 34	9 49	12 4	1 34	4 9	6 54	9 59				
...	...	...	...	Firminy .....arr.	6 40	9 55	12 10	1 40	4 15	7 0	10 5				

* Sundays and Mons only.

Remarks.—LUGGAGE:—30 kilogrammes allowed free to each Passenger.

LYONS, ST. ETIENNE, ANDREZIEUX, ROANNE, LE GUETIN, AND PARIS.

Chemin de fer de Paris a Lyon par le Bourbonnais. [26-7

Dist. Miles	Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	1st Ex.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
Dis.	fr. c.	fr. c.	fr. c		a.m.	a.m.	a. m.	a. m	a. m.	p. m.	p m.	p. m.	p. m.	p. m.
—	—	—	—	**Lyons** (Perrache).....dep	...	...	6 0	7 25	10 20	1 0	3 45	5 30	7 0	10 35
3	0 65	0 50	0 35	Oullins	...	...	6 12	7 37	10 32	1 15	3 57	5 43	7 12	10 47
6½	1 20	0 80	0 60	Irigny	...	...	6 24	...	10 45	1 27	4 8	5 55	7 24	10 59
8½	1 30	0 90	0 60	Verraison	...	...	6 30	...	10 51	1 33	4 15	6 2	7 30	11 5
10	1 60	1 10	0 80	La Tour-de-Millary	...	...	6 35	...	10 56	1 38	4 19	6 7	7 35	...
11½	1 80	1 20	1 0	Grigny.....	...	...	6 41	...	11 2	1 44	4 25	6 13	7 41	...
13½	1 90	1 40	1 10	**Givors**.....	...	...	6 52	8 3	11 11	1 57	4 37	6 20	7 52	11 22
16½	3 0	2 25	1 65	Saint-Romain	...	...	7 2	...	...	2 7	4 47	—	8 2	...
19½	3 45	2 60	1 90	Burel	...	...	7 10	...	...	2 15	4 55	...	8 10	...
22½	4 5	3 0	2 20	Couzon	...	...	7 19	...	...	2 24	5 4	...	8 19	...
23½	4 5	3 0	2 20	**Rive-de-Gier**	...	...	7 26	8 27	11 36	2 32	5 12	...	8 27	11 48
25½	4 60	3 45	2 55	Les Rouardes Grandecroix	...	...	7 37	...	11 50	2 44	5 24	...	8 39	...
28½	5 15	3 85	2 85	**St. Chamond**	...	...	7 49	8 46	12 1	2 56	5 39	...	8 51	12 10
33½	6 5	4 55	3 35	Terrenoire	...	...	8 2	...	12 18	3 11	5 54	...	9 6	...
35½	6 40	4 80	3 50	**St. Etienne** .....arr.	...	...	8 10	9 5	12 28	3 20	6 3	...	9 15	12 31
Fro	m St	Etie	nne.	— **St. Etienne** .....dep	...	5 45	...	9 30	...	5 0	...	2* 0	Sundays only.	...
	0 65	0 50	0 35	3½ Villars.....	...	5 57	...	9 42	...	5 12	...	2 12		...
	1 10	0 85	0 60	6½ La Fouillouse	...	6 10	...	9 55	...	5 25	...	2 25		...
	1 90	1 45	1 5	10½ La Quérillière	...	6 25	...	10 10	...	5 40	...	2 40		...
	1 90	1 45	1 5	10½ **Andrezieux** .....arr.	...	6 37	...	10 22	...	5 52	p. m.	2 52		...
...	...	...	...	**St. Etienne** .....dep	...	5 0	8 30	...	12 38	...	6 15	...	*12 0	1 5
39	7 5	5 30	3 90	Villars.....	...	...	8 31	...	12 49	...	6 27	...	12 10	...
41½	7 50	5 65	4 15	La Fouillouse	...	...	8 40	...	12 59	...	6 38	...	12 19	...
44½	8 5	6 5	4 45	La Renardiere	...	5 24	8 50	...	1 10	...	6 49	...	12 31	...
47½	8 60	6 45	4 75	Saint Galmier	...	5 34	9 0	...	1 21	...	7 0	...	12 42	...
54	9 75	7 30	5 35	**Montrond** (Montbrison)	...	5 52	9 18	...	1 38	...	7 20	...	...	1 57
60½	11 0	8 25	6 5	Feurs	...	6 10	9 36	...	2 1	...	7 39	...	...	2 19
66½	11 0	8 50	6 60	Balbigny	...	6 27	9 53	...	2 18	...	7 57	...	...	2 40
73½	11 0	8 50	7 0	St. Jodard	...	6 48	10 14	...	2 39	...	8 18	...	...	...
76½	11 0	8 50	7 0	Vendranges-St.-Prie	...	7 0	10 26	...	2 50	...	8 30	...	...	...
80	11 0	8 50	7 0	St. Cyr.....	...	7 13	10 39	...	3 2	...	8 43	...	...	...
...	...	...	...	Le Coteau.....	...	7 29	10 55	...	3 16	...	8 59	...	...	...
84	11 65	9 0	7 35	**Roanne** .....arr.	...	7 35	11 1	...	3 23	...	9 5	...	...	3 36
...	...	...	...	,, ...dep	...	7 42	11 11	...	3 33	...	...	...	...	3 55
...	13 10	10 10	8 15	St.-Germain Lespin	...	8 3	11 31	...	3 53	...	...	...	...	...
...	14 25	10 95	8 75	La Pacaudiere	...	8 20	11 49	...	4 10	...	...	...	...	...
...	15 25	11 70	9 30	St. Martin-d'Estre	...	8 37	12 6	...	4 28	...	...	...	...	5 50
...	16 35	12 55	9 95	Arfeuilles	...	8 53	12 22	...	4 44	...	...	...	...	...
...	17 15	13 10	10 35	**La Palisse**	...	9 6	12 37	...	4 59	...	...	...	...	5 22
...	18 35	14 5	11 5	St. Germain-le-Puy	...	9 23	12 54	...	5 16	...	...	...	...	...
...	19 5	14 55	11 40	**St. Germain-des-Fosses**...arr.	a.m.	9 34	1 5	...	5 27	...	...	...	...	5 50
...	...	...	...	,, ...dep.	8 40	9 49	1 20	...	5 50	...	...	...	...	6 30
...	19 85	15 15	11 85	Crechy.....	...	10 0	1 32	...	6 1	...	...	...	...	6 42
...	20 50	15 65	12 20	Varennes-sur-Allier	...	10 11	1 44	...	6 13	...	...	...	...	6 53
...	21 50	16 40	12 75	Hauterive	...	10 25	1 59	...	6 27	...	...	...	...	7 8
...	22 20	16 90	13 15	Bessay.....	...	10 35	2 10	...	6 37	...	...	...	...	7 19
...	23 75	18 5	14 0	Moulins-sur-Allier	9 32	10 58	2 35	...	7 0	...	...	...	...	7 42
...	25 20	19 15	14 80	Villeneuve-sur-Allier.....	...	11 17	2 56	...	7 19	...	...	...	...	8 1
...	26 30	20 0	15 40	Saint Imbert.....	...	11 32	3 12	...	7 34	...	...	...	...	8 20
...	27 30	20 75	15 95	Saint Pierre	10 12	11 48	3 39	...	7 50	...	...	...	...	8 45
...	28 10	21 35	16 40	Mars	...	11 59	3 42	...	8 1	...	...	...	...	8 58
...	29 45	22 35	17 15	**Le Guetin** .....arr.	10 35	12 15	4 0	...	8 15	...	...	...	...	9 15
				ORLEANS LINE.	a.m.	p.m.	p.m.		p m.					a. m.
...	...	...	...	**Le Guetin** (page 29) ...dep.	11 0	12 30	4 10	...	8 30	...	...	...	...	9 40
					p.m.	p.m.	p.m.		p.m.					a.m.
...	6 35	4 80	2 90	BOURGES (page 29).....	12 11	2 19	6 12	...	9 55	...	...	...	...	11 27
					p.m.	p.m.	p.m.		p.m.	p.m.				p.m.
...	6 95	7 50	5 50	VIERZON (page 29)	1 0	3 32	7 25	...	10 55	11 5	...	...	...	1 10
					p.m.	p.m.	p.m.	p.m.		a. m.	a.m.			p.m.
...	80	11 15	10 25	ORLEANS (page 21)	2 30	6 15	6 40	9 54	...	12 55	1 10	...	...	3 50
					p.m.	p m.	p. m			a.m.	a.m.			p.m.
...	32 35	24 30	17 80	PARIS (page 21) .....arr.	5 11	8 55	10 52	...	...	4 0	4 49	...	...	7 45

FIRMINY TO ST. ETIENNE.

Dist. Miles	Fares. 1 cl.	Fares. 2 cl.	Fares. 3 cl.	Stations.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3				
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m	p.m.	p.m.	p.m.				
—	—	—	—	**Firminy** .....dep.	5 30	7 25	10 15	3 20	5 20	8 55	*9 45	Sundays and Fêtes only.	...	...	...
...	...	...	...	**Le Chambon**.....	5 35	7 30	10 20	3 25	5 25	9 0	9 50		...	...	...
...	...	...	...	**La Ricamarie**	5 43	7 38	10 28	3 33	5 33	9 8	9 58		...	...	...
...	...	...	...	**Bellevue**.....	5 53	7 48	10 38	4 43	5 43	9 18	10 8		...	...	...
...	...	...	...	**Le Clapier**	6 2	7 57	10 47	3 52	5 52	9 27	10 17		...	...	...
...	...	...	...	**St. Etienne** .....arr.	6 10	8 5	10 55	4 0	6 0	9 35	10 25	*	...	...	...

PARIS AND ORLEANS TO LOIS, TOURS, POITIERS, ANGOULEME, COUTRAS, AND BORDEAUX.—Chemin de fer d'Orleans. [8939

Dis.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1 1st Ex.	2 1, 2, 3 class	3 1, 3, 3 class	4 1st Ex.	5 1, 2, 3 class	6 1, 2, 3 class	7 1, 2, 3 class	8 1st Ex.	9 1, 2, 3 class	10	11
Dis.	fr. c.	fr. c.	fr. c.		p. m.	p. m.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.		
From	13 55	10 15	7 45	PARIS (page 27) ..... dep.	8 25	10 55	...	9 10	7 0	10 0	1 45	8 0	...	...	...
76½	13 55	10 15	7 45	ORLEANS ..... arr.	11 15	2 32	...	11 40	11 6	1 50	5 56	10 43	...	...	...
					p. m.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.		
76½	13 55	10 15	7 45	**Orleans** ..... dep.	11 40	2 55	6 45	11 45	12 25	2 15	6 10	10 58	...	...	...
...	...	...	...	Les Aubrais (*Bifurcation*)	...	...	...	11 56	...	...	...	...	...	...	...
80	14 20	10 65	7 80	La Chapelle St. Mesmin	...	...	6 59	...	12 39	...	6 24	...	...	...	...
84½	14 90	11 15	8 20	Saint Ay	...	...	7 11	...	12 51	...	6 36	...	...	...	...
87	15 55	11 70	8 55	Meung	12 4	...	7 22	...	1 2	2 46	6 47	...	...	...	...
92½	16 45	12 35	9 5	Beaugency	12 16	3 41	7 39	12 28	1 9	3 3	7 3	11 32	...	...	...
100	17 80	13 35	9 80	Mer (Chambord)	12 31	...	7 59	...	1 39	3 23	7 23	...	...	...	...
106½	18 95	14 20	10 40	Ménars	...	...	8 15	...	1 54	...	7 39	...	...	...	...
111½	19 95	14 95	10 95	**Blois**	12 58	4 36	8 39	1 7	2 19	4 0	8 1	12 13	...	...	...
118	21 5	15 80	11 60	Chouzy	...	...	8 54	...	2 34	...	8 16	...	...	...	...
121	21 60	16 20	11 90	Onzain (Chaumont)	...	...	9 4	...	2 45	4 23	8 27	...	...	...	...
128½	22 95	17 20	12 65	Limeray	...	5 14	9 23	...	3 3	...	8 45	...	...	...	...
133½	23 65	17 70	13 0	Amboise	1 34	5 31	9 37	1 43	3 17	4 52	8 59	12 51	...	...	...
136½	24 30	18 25	13 35	Nozay	...	5 43	9 49	...	3 29	...	9 11	...	...	...	...
139	24 95	18 50	13 55	Vernou	...	5 50	9 58	...	3 36	...	9 18	...	...	...	...
139½	25 0	18 75	13 75	Vouvray	...	5 57	10 3	...	3 43	...	9 25	...	...	...	...
140½	25 10	18 80	13 80	Montlouis	...	6 1	10 7	...	4 47	...	9 29	...	...	...	...
144	...	...	...	St. Pierre des Corps (*Bifurcation*)	...	6 14	10 20	2 17	4 0	...	9 42	1 19	...	...	...
146½	26 20	19 65	14 40	**Tours** (pages 36, 37) ..... arr.	2 10	6 24	10 30	2 25	4 10	5 33	9 52	1 27	...	...	...
...	...	...	...	" ..... dep.		7 10		2 4		6 0		1 6	...	...	...
144	...	...	...	St. Pierre des Corps (*Bifurcation*)	Stop	...	Stop	2 20	Stop	...	Stop	1 24	...	...	...
154½	27 45	20 60	15 10	Monts		7 32		...		6 21		...	...	...	...
161	28 45	21 35	15 65	Villeperdue	...	7 47	...	...	...	6 36	...	...	...	...	...
169	29 80	22 35	16 40	Saint Maure	...	8 7	...	2 57	...	6 55	...	2 2	...	...	...
175½	31 0	23 25	17 5	Port-des-Piles	...	8 25	...	...	...	7 13	...	...	...	...	...
177½	31 45	23 60	17 30	**Les Ormes**	...	8 36	...	3 18	...	7 24	...	2 23	...	...	...
179½	31 90	23 95	17 55	Dange	...	8 44	...	...	...	7 32	...	...	...	...	...
184½	32 80	24 60	18 5	Ingrandes-sur-Vien	...	8 57	...	...	...	7 45	...	...	...	...	...
189	33 50	25 10	18 40	**Chatellerault**	...	9 14	...	3 41	...	8 2	...	2 47	...	...	...
193	34 50	25 85	18 95	Les Barres	...	9 28	...	...	...	8 16	...	...	...	...	...
197½	35 5	26 30	19 30	La Tricherie	...	9 40	...	...	...	8 27	...	...	...	...	...
199	35 50	26 65	19 55	Dissais	1, 2, 3	9 47	...	...	...	8 34	...	...	...	...	...
202½	35 95	26 95	19 75	Clan	class	9 55	...	...	...	8 42	...	...	...	...	...
206½	36 80	27 90	19 95	Chasseneuil	a. m.	10 3	...	...	1, 2, 3	8 50	...	...	...	...	...
209½	37 20	27 90	20 45	**Poitiers** (page 38) [*Tunnel* of 500 m.]	6 15	10 40	...	4 32	class	9 20	...	3 46	...	...	...
214½	37 75	28 30	20 75	Saint Benoit	6 24	10 49	...	...	p. m.	9 29	...	...	...	...	...
219	38 10	28 55	20 95	Ligugé [*Tunnel* of 400 metres]	6 32	10 56	...	...	6 5	9 36	...	...	...	...	...
223	39 40	29 55	21 70	Vivonne	6 53	11 15	...	...	6 14	9 55	...	...	...	...	...
229½	41 0	30 75	22 55	Couhé Vérac	7 18	11 37	...	5 9	6 22	10 17	...	...	...	...	...
235	42 0	31 50	23 10	Epanvillers	7 36	11 52	...	...	6 43	10 32	...	...	...	...	...
241½	43 0	32 25	23 65	Civray	7 52	12 7	...	5 31	7 8	10 47	...	4 42	...	...	...
246½	44 60	33 45	24 50	**Ruffec** [*Tunnel* of 500 metres]	8 21	12 32	...	5 50	7 24	11 12	...	5 1	...	...	...
256½	46 70	34 25	25 15	Mossac	8 39	12 48	...	...	7 42	...	...	...	...	...	...
262½	48 60	34 95	25 65	Luxé	8 55	1 3	...	6 12	8 11	11 39	...	5 28	...	...	...
271½	49 40	36 80	26 0	Vars	9 21	1 26	a. m.	...	8 29	...	...	...	p. m.	...	...
280	49 85	37 40	27 0	**Angouleme** [*Tunnel*]	9 47	2 3	5 20	7 13	8 45	12 40	...	6 15	5 0	...	...
285	50 75	38 5	27 90	La Couronne		2 16	5 35	...	9 11	...	...	...	5 15	...	...
289½	51 40	38 55	28 5	Mouthiers	Stop	2 28	5 48	...	9 37	...	...	...	5 28	...	...
295½	52 30	39 25	28 75	Charmant [*Tunnel* of 1460 metres]		2 40	6 2	...	...	...	...	...	5 42	...	...
301½	53 65	40 25	29 50	Montmoreau	...	3 2	6 24	7 51	Stop	1 35	...	6 52	6 5	...	...
314½	55 55	41 65	30 55	Chalais	...	3 30	7 20	8 12		2 6	...	7 13	6 38	...	...
320	57 10	42 95	31 40	La Roche Chalais	...	3 54	7 44	8 30	...	2 31	...	7 31	7 4	...	...
328½	58 0	43 50	31 90	Les Eglisottes	...	4 7	7 59	...	...	...	...	...	7 19	...	...
332½	59 0	44 25	32 45	**Coutras** (page 37)	...	4 30	8 30	8 53	...	3 4	...	7 56	7 40	...	...
339½	59 60	44 95	32 95	Saint Denis	a. m.	4 44	8 45	...	noon	...	...	...	7 55	...	...
346½	60 80	45 60	33 45	**Libourne**	7 0	5 6	9 9	9 17	12 0	3 38	...	8 26	8 19	...	...
351½	61 40	46 5	33 75	Arveyres	7 11	5 16	9 20	...	12 11	...	...	...	8 30	...	...
354½	61 60	46 35	34 0	Vayres	7 19	5 24	9 28	...	12 19	...	...	...	8 38	...	...
360	62 50	46 85	34 35	Saint Sulpice	7 30	5 34	9 39	...	12 30	...	...	...	8 49	...	...
365½	62 85	47 10	34 55	Saint Loubes	7 36	5 42	9 47	...	12 38	...	...	...	8 57	...	...
368½	63 30	47 45	34 80	Lagrave d'Ambares	7 46	5 50	9 55	...	12 48	...	...	...	9 5	...	...
369	64 20	48 15	35 30	Lormont [*Tunnel* of 1000 metres]	8 2	6 5	10 11	...	1 2	...	...	...	9 21	...	...
369½	64 75	48 55	35 60	**Bordeaux** (pages 39, 40) ..... arr.	8 15	6 17	10 24	9 59	1 15	4 32	...	9 2	9 34	...	...

* Passengers by Trains Nos. 4 and 8, who are proceeding beyond Tours, will pass by the *Bifurcation* of St. Pierre des Corps, and will not enter Tours. † Train No. 8 does not take passengers from Paris, except for stations beyond Tours.

Addresses of the various Paris Railway Stations from the Orleans Railway.—ROUEN, HAVRE, DIEPPE-Line, Rue St. Lazare, 3 miles. NORTHERN RAILWAY, 24, Place Roubaix, 2½ miles. STRASBOURG RAILWAY, Boulevard de Strasbourg, 2½ miles. LYONS AND MARSEILLES, Boulevard Mazas, ¼ of a mile. RHEIMS, ALENCON, [illegible] RAILWAY, Boulevard Mont Parnasse, 1 mile.

BORDEAUX to COUTRAS, ANGOULEME, POITIERS, TOURS, BLOIS, ORLEANS, and PARIS.—Chemin de fer d'Orleans. [3930

English Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1 1,2,3 class	2 1,2,3 class	*3 1st Ex.	4 1,2,3 class	5 1,2,3 class	6 1,2,3 class	7 1,2,3 class	8 1st Ex.	1,2,3 class	10 1,2,3 class	11
Dis.	fr. c.	fr. c.	fr. c.		night	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
—	—	—	—	**Bordeaux** (pages 39, 41) ..... dep.	12 0	5 55	8 5	...	8 50	9 40	1 55	3 15	5 15	6 25	...
3½	0 65	0 50	0 35	Lormont [*Tunnel* of 1000 metres.]	...	6 5	...	...	9 0	...	2 5	...	5 25	6 35	...
8½	1 55	0 95	0 65	La Grave d'Ambarès	...	6 21	...	...	9 16	...	2 21	...	5 41	6 51	...
11½	1 65	1 10	0 80	Saint Loubes	...	6 29	...	...	9 24	...	2 29	...	5 49	6 59	...
13	2 15	1 60	0 95	Saint-Sulpice	...	6 37	...	...	9 32	...	2 37	...	5 57	7 7	...
16½	2 45	1 70	1 5	Vayres	...	6 48	...	...	9 43	...	2 48	...	6 8	7 18	...
19½	2 45	1 70	1 15	Arveyres	...	6 56	...	...	9 51	...	2 56	...	6 16	7 26	...
23½	2 45	1 70	1 15	**Libourne**	1 3	7 16	8 48	...	10 1	10 31	3 18	3 58	6 26	7 46	...
28½	4 35	3 0	2 15	Saint-Denis	...	7 31	...	...	Stop	10 43	3 31	...	Stop	8 1	...
32½	5 80	4 35	2 90	**Coutras** (page 37)	1 39	7 53	9 11	...		11 3	3 45	4 22		8 25	...
40	6 85	5 10	3 75	Les Eglisottes	...	8 10	...	...		11 17	Stop	...		8 58	...
43	7 75	5 80	3 75	La Roche Chalais	2 14	8 25	9 31	...	...	11 31		4 41	...	9 7	...
51½	9 30	6 95	5 10	Chalais	2 47	8 58	9 51	...	...	11 55		5 1	...	9 38	...
61½	11 10	8 30	6 10	Montmoreau [*Tunnel* of 1460 metres.]	3 20	9 22	10 11	...	...	12 20	...	5 20	...	10 6	...
70	12 55	9 40	6 90	Charmont	...	9 44	...	...	...	12 38	...	...	...	10 28	...
74½	13 35	10 0	7 35	Mouthiers	...	9 58	...	...	...	12 49	...	...	...	10 42	...
78½	14 10	10 60	7 75	La Couronne	...	10 11	...	...	a.m.	1 0	...	...	p.m.	10 55	...
83	14 90	11 15	8 20	**Angouleme** [*Tunnel*]	4 32	10 29	11 16	...	6 0	1 25	...	6 25	6 35	11 12	...
92	16 45	12 35	9 5	Vars	...	Stop	...	...	6 23	1 44	...	...	6 58	Stop	...
101½	18 25	13 70	10 5	Luxé	5 15		11 49	...	6 49	2 8	...	6 59	7 24		...
106½	19 15	14 35	10 55	Mousnac	...		...	...	7 5	2 21	...	...	7 40		...
113	20 25	15 20	11 15	**Ruffec** [*Tunnel* of 500 metres.]	5 47	...	12 12	...	7 28	2 42	...	7 23	8 3	...	...
121½	21 85	16 40	12 0	Civray	6 9	...	12 30	...	7 52	3 5	...	7 49	8 27	...	...
127	22 85	17 15	12 55	Epanvilliers	6 24	...	...	...	8 9	3 19	...	...	8 44	...	...
133	23 85	17 90	13 10	Couhé Verac	6 39	...	12 51	...	8 27	3 33	...	...	9 2	...	...
141½	25 40	19 5	14 0	Vivonne (*Tunnel* of 400 metres.)	7 1	...	...	...	8 51	3 53	...	...	9 26	...	...
149½	26 75	20 10	14 70	Ligugé	7 20	...	...	...	9 12	4 11	...	...	9 47	...	...
152	27 10	20 35	14 90	Saint-Benoit	7 27	...	...	...	9 20	4 18	...	...	9 55	...	...
153½	27 55	20 65	15 15	**Poitiers** (p. 39) [*Tunnel* of 300 metres]	7 57	...	1 41	...	9 52	4 45	...	8 52	10 7	...	...
159	28 55	21 40	15 70	Chasseneuil	8 13	...	...	...	Stop	4 59	...	...		...	...
161	28 90	21 65	15 90	Clan	8 21	...	...	...		5 7	...	...	Stop	...	...
164	29 35	22 0	16 15	Dissais	8 30	...	...	...		5 15	...	...		...	...
165½	29 70	22 25	16 30	La Tricherie	8 38	...	...	...	...	5 22	...	...	...	...	...
170	30 35	22 75	16 70	Les Barres	8 49	...	...	...	...	5 33	...	...	...	...	...
174	31 25	23 45	17 20	**Chatellerault**	9 8	...	2 13	...	...	5 56	...	9 31	...	...	...
178½	32 5	24 0	17 60	Ingrandes-sur-Vien	9 21	...	...	...	...	6 8	...	...	...	...	...
183	32 95	24 70	18 10	Dange	9 36	...	...	...	...	6 21	...	...	...	...	...
185½	33 25	24 95	18 30	**Les Ormes**	9 47	...	2 41	...	...	6 33	...	9 54	...	...	...
188½	33 80	25 35	18 60	Port-des-Piles	9 56	...	...	...	...	6 40	...	...	...	...	...
195	35 5	26 30	19 20	Sainte-Maure	10 17	...	3 0	...	...	7 8	...	10 14	...	...	...
202½	36 40	27 30	20 0	Villeperdue	10 37	...	...	...	...	7 30	...	...	...	...	...
209	37 40	28 5	20 55	Monts	10 54	...	...	...	...	7 49	...	...	...	...	...
219	...	...	...	St. Pierre-des-Corps (*Bifurcation.*)	...	...	*2 46	...	...	...	...	...	...	...	...
222	38 85	29 15	21 40	**Tours** (pages 36, 37) ..... arr.	11 20	...	3 52	...	...	8 13	...	10 55	...	...	...
								p.m.	a.m.		p.m.				
	From Tours			..... dep.	11 30	...	3 34	5 0	6 15	8 50	1 57	11 10	...	...	...
3	...	...	...	St. Pierre-des-Corps (*Bifurcation.*)	11 42	...	3 50	5 8	6 22	9 57	2 4	11 18	...	...	...
6½	1 5	0 90	0 70	Montlouis	...	...	...	5 22	6 35	9 10	2 17	...	...	...	...
7½	1 35	1 0	0 75	Vouvray	...	...	...	5 26	6 39	9 14	2 21	...	...	...	...
9½	1 55	1 5	0 75	Vernou	...	...	...	5 33	6 46	9 21	2 28	...	...	...	...
10½	1 65	1 25	0 80	Noizay	...	...	...	5 41	6 53	9 28	2 35	...	...	...	...
15	1 90	1 45	0 95	Amboise	12 12	...	4 15	5 58	7 9	9 42	2 49	11 49	...	...	...
18½	3 25	2 45	1 15	Limeray	...	...	...	6 10	7 20	9 53	3 0	...	...	...	...
25½	4 60	3 45	2 55	Onzain (Chaumont)	12 36	...	...	6 30	7 38	10 11	3 18	...	...	...	...
29½	5 25	3 95	2 90	Chousy	...	...	...	6 42	7 49	...	3 29	...	...	...	...
35½	6 60	4 80	3 50	**Blois**	1 2	...	4 55	7 3	8 15	10 44	3 50	12 36	...	...	...
41½	7 40	5 55	4 5	Menars	...	...	...	7 25	8 30	...	4 5	...	...	...	...
47½	8 50	6 49	4 70	Mer (Chambord)	1 29	...	...	7 44	8 47	11 14	4 21	...	...	...	...
54½	9 85	7 40	5 40	Beaugency	1 49	...	5 29	8 3	9 10	11 37	4 42	1 20	...	...	...
59½	10 75	8 5	5 90	Beaug	2 1	...	...	8 23	9 24	11 51	4 55	...	...	...	...
63	11 30	8 60	6 20	Saint-Ay	...	...	...	8 35	9 35	...	5 6	...	...	...	...
67½	12 10	9 5	6 65	La Chapelle-St.-Mesmin	...	...	...	8 48	9 47	...	5 18	...	...	...	...
...	...	...	...	Les Aubrais (*Bifurcation.*)	...	...	6 25	...	...	...	...	...	...	...	...
71½	12 90	9 65	7 10	**Orleans** ..... arr.	2 33	...	6 10	9 6	10 4	12 25	5 35	2 0	...	...	...
					p.m.		p.m.		a.m.	a.m.	p.m.	a.m.			
	From Orleans			ORLEANS (page 21) ..... dep.	2 45	...	6 18	...	10 35	1 15	6 40	2 15	...	...	...
75½	13 55	10 15	7 45	PARIS (page 21) ..... arr.	5 0	...	8 55	...	2 50	4 51	10 52	5 15	...	...	...

* By Train No. 3 passengers going *beyond* Tours pass by the *Bifurcation* of St. Pierre-des-Corps without entering Tours.
† 1st Class Express.

Conveyance of Carriages.—Tours to Angers, 4-wheeled, 30 frs. 80 c., 2-wheeled, 24 frs. 50 c.
N.B.—Neither horses nor carriages are taken by the 1st Class or Express Trains.

PARIS, ORLEANS, and TOURS, to SAUMUR, ANGERS, NANTES, SAVENAY, and ST. NAZAIRE.—Chemin de fer d'Orleans.

Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	Trains. 1 1st Ex.	2 1,2,3 class	3 1,2,3 class	4 1,2,3 class	5 1st Ex.	6 1,2,3 class	Miles from Paris	Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	Trains. 1 1,2,3 class	2 1st Ex.	3 1,2,3 class	4 1,2,3 class	5 1st Ex	6 1,2,3 class
fr. c.	fr. c.	fr. c.		p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	Dis.	fr. c.	fr. c.	fr. c.		a.m.			a.m.	p.m.	p.m.
From Paris.			PARIS [page 27] dep.	8 25	...	10 55	...	9 10	10 0	—	—	—	—	St. Nazaire dep.	6 35	...	...	11 0		6 45
13 55	10 15	7 45	ORLEANS [page 34] ,,	11 40	...	2 55	...	11 45	2 15	41	0 80	0 60	0 45	Montoir	6 47	...	...	11 12	4 11	6 56
				a.m.		a.m.		p.m.	p.m.	8½	1 55	1 20	0 85	Donges	7 1	...	...	11 26	4 23	7 8
26 20	19 65	14 40	TOURS [page 34] arr.	2 10	...	6 21	...	2 25	5 33	16	2 20	2 0	1 60	Savenay	7 30	...	...	11 51	4 44	7 29
										22½	3 25	2 75	1 75	Cordemais	7 49	...	...	12 16	5 0	7 44
										26	3 75	3 0	1 90	St. Etienne Montluc	8 2	...	...	12 22	5 11	7 54
				a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	30½	4 0	3 50	2 0	Coueron	8 18	...	...	12 37	5 23	8 6
26 20	19 65	14 40	Tours dep.	1 50	...	6 55	10 45	2 4	5 50	34	4 25	3 75	2 25	Basse-Indre	8 30	...	...	12 48	5 33	8 15
144	...	...	St. Pierre (*Bifurcation*)	2 7	...	...	...	2 30	...	37½	5 0	4 0	2 50	Chatenay	8 41	...	...	12 59	5 42	8 24
154½	20 60	15 10	Savonnieres	...	...	7 16	11 8	...	6 11	39	5 0	4 0	2 50	Labourse	8 58	...	...	1 16	5 59	8 41
159	21 20	15 50	Cinq Mars	...	...	7 28	11 21	...	6 23	40½	5 0	4 0	2 50	Nantes arr.	9 9	a.m.	a.m.	1 27	6 10	8 52
161½	21 60	15 85	Langeais	...	...	7 40	11 33	...	6 32		Fro	Nan	tes.	,, dep.		7 0	7 25	1 42	6 35	...
167½	22 35	16 40	Saint Patrice	...	...	7 55	11 50	...	6 47	44½	0 80	0 60	0 45	Sainte Luce	...	...	7 37	1 54	...	
171½	22 95	16 80	La Chapelle-sur-Loire	...	...	8 9	12 4	...	7 0	48½	1 10	0 85	0 60	Thouare	...	...	7 44	2 1	...	
175½	23 35	17 10	Post Boulet	2 59	...	8 24	12 18	2 28	7 11	52½	1 70	1 25	0 90	Mauves	...	...	7 54	2 11	...	
180	24 0	17 60	Varrennes-sur-Loire	...	...	8 38	12 34	...	7 25	13	2 35	1 75	1 30	Clermont-sur-Loire	...	...	8 5	2 22	...	
186½	24 80	18 15	Saumur	3 27	...	9 4	1 2	3 52	7 49	15½	2 80	2 10	1 55	Oudon	...	...	8 13	2 30	...	
191½	25 45	18 65	Saint Martin	...	...	9 17	1 17	...	8 2	21	3 80	2 85	2 10	Ancenis	...	7 39	8 30	2 49	7 14	
195	26 10	19 15	Les Rosiers	...	...	9 30	1 31	...	8 15	24½	4 50	3 35	2 45	Anetz	...	...	8 41	3 0	...	
199½	26 55	19 45	La Menitre	3 51	...	9 45	1 45	4 16	8 27	28½	5 15	3 85	2 85	Varades	...	...	8 52	3 41	...	
201	26 90	19 70	Saint Mathurin	...	...	9 53	1 53	...	8 35	33½	6 5	4 55	3 35	Ingrandes-sur-Loire	...	...	9 6	3 23	...	
205	27 45	20 15	La Bohalle	...	...	10 5	2 6	...	8 47	37½	6 70	5 5	3 70	Champtoce	...	...	9 16	3 35	...	
209½	27 95	20 50	Trelaze	...	a.m.	10 16	2 17	...	8 58	41½	7 50	5 65	4 15	Chalonnes	...	8 18	9 30	3 52	7 52	
214	28 50	20 90	Angers	4 30	6 5	10 46	2 33	5 0	9 23	45½	8 30	6 20	4 55	La Poissonniere	...	...	9 41	4 3	...	
217	29 15	21 40	La Pointe	...	6 19	10 59		...	9 36	47	8 50	6 40	4 70	Les Forges	...	...	9 48	4 10	...	
220½	29 50	21 60	Les Forges	...	6 28	11 8		...	9 44	50½	9 5	6 80	5 0	La Pointe	a.m.	...	9 57	4 19	...	
223½	29 75	21 80	La Poissoniere	...	6 35	11 15		...	9 50	54½	9 85	7 40	5 40	Angers	6 15	8 54	10 23	4 50	8 30	
226	30 25	22 20	Chalonnes	4 55	6 54	11 32		5 27	10 3	59	10 65	8 0	5 85	Trelaze	6 28	...	10 35	5 2	...	
231½	30 90	22 65	Champtoce	...	7 9	11 45		...	...	62	11 20	8 40	6 15	La Bohalle	6 39	...	10 46	5 13	...	
234½	31 35	23 0	Ingrandes-sur-Loire	...	7 20	11 55		...	...	66½	12 0	9 0	6 60	Saint Mathurin	6 52	...	10 58	5 25	...	
236½	32 0	23 45	Varades	...	7 36	12 9		...	10 32	68½	12 45	9 30	6 85	La Menitre	7 2	9 21	11 6	5 35	8 57	
242½	32 50	23 85	Anetz	...	7 48	12 20		...	...	72½	13 10	9 85	7 20	Les Rosiers	7 14	...	11 17	5 46	...	
244½	33 10	24 25	Ancenis	5 34	8 7	12 37		6 10	10 55	76½	13 90	10 40	7 65	Saint Martin	7 28	...	11 30	5 59	...	
252½	33 85	24 80	Oudon [Tunnel	...	8 24	12 52		...	...	81½	14 80	11 10	8 15	Saumur [Tunnel	7 52	9 50	11 49	6 23	9 28	
255½	34 10	25 0	Clermont-sur-Loire	...	8 32	1 0		...	...	87½	15 80	11 85	8 70	Varennes-sur Loire	8 9	...	12 4	6 38	...	
259½	34 60	25 40	Mauves	...	8 44	1 11		...	...	93	16 80	12 60	9 25	Post Boulet	8 23	10 13	12 20	6 59	9 52	
261½	34 70	25 70	Thouare	...	8 55	1 21		...	...	95½	17 25	12 95	9 50	La Chapelle-sur-Loire	8 38	...	12 39	7 8	...	
264½	34 95	25 85	Sainte Luce	...	9 3	1 28		...	...	100½	18 15	13 60	10 0	Saint Patrice	8 52	...	12 42	7 21	9 52	
268½	35 20	26 30	Nantes arr.	6 14	9 18	1 43		6 50	11 40	106	19 15	14 35	10 55	Langeais	9 11	10 37	12 59	7 37	...	
...	...	...	,, dep.	7 35	10 15	3 45		7 20	Stop	108½	19 60	14 70	10 80	Cinq Mars	9 21	...	1 8	7 46	...	
267½	...	...	La Bourse	7 44	10 24	3 54		7 29		112½	20 40	15 30	11 20	Savonnieres	9 34	...	1 20	7 58	...	
269½	35 85	26 55	Chantenay	8 0	10 40	4 11		7 45		...	...	...	...	St. Pierre (*Bifurcation*)	...	...	...	...	...	
272½	36 70	26 90	Basse Indre	8 9	10 52	4 22		7 56	...	121	21 85	16 40	12 0	Tours arr.	10 0	11 9	1 45	8 23	10 45	
276½	37 15	27 25	Coueron	8 19	11 4	4 33		8 7	...											
281½	37 80	27 70	St. Etienne-Montluc	8 31	11 21	4 49		8 20	...		Fro	m T	ours.							
284½	38 30	27 90	Cordemais	8 41	11 32	5 7		8 30	...											
288½	38 95	28 30	Savenay	8 58	12 0	5 26		8 49	...	...	...	...	...							
294½	39 80	28 80	Donges	9 15	12 29	5 46		9 6	...											
296½	39 85	28 80	Montoir	9 27	12 34	6 0		9 18	...	71½	12 90	9 65	7 10							
302½	39 95	28 80	St. Nazaire arr.	9 41	12 49	6 15		9 32	...	146½	26 20	19 65	14 40							

Extra Train from Angers to Nantes at 6 p.m.

Extra Train from Nantes to Tours at 9.15 p.m.

Trains. 1 1,2,3 class	2 1st Ex.	3 1,2,3 class	4 1,2,3 class	5 1st Ex	6 1,2,3 class
a.m.			a.m.	p.m.	p.m.
TOURS [page 35] ...dep.	...	11 33	1 57	9 50	11 10	...
		p.m.	p.m.	a.m.	a.m.	
ORLEANS [page 27]	...	1 55	6 40	1 40	2 15	...
PARIS [page 27] .....arr.	...	4 29	10 52	4 49	5 15	...

ORLEANS AND TOURS TO METTRAY, CHATEAU DU LOIR, AND LE MANS.—Chemin de fer d'Orleans. [6930

Engl. Miles	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3					
Dist.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.					
...	...	...	...	ORLEANS (page 27) ..... dep.	2 55	6 45	12 25	...	...	...	...	...
...	...	...	...	TOURS (page 34) ..... arr.	6 24	10 30	4 10	...	...	...	...	...
					a.m.	a.m.	p.m.					
—	—	—	—	**Tours** ..... dep.	6 40	11 45	4 30	...	...	...	...	...
...	...	...	...	St. Pierre des Corps (*Bifurcation*)	...	...	...	...	...	...	...	...
8	1 0	0 75	0 50	**Mettray** (Colonie Agricole)	7 2	12 7	4 52	...	...	...	...	...
13	1 75	1 30	0 90	Saint Antoine	7 16	12 21	5 6	...	...	...	...	...
17½	2 25	1 60	1 10	Neuille	7 32	12 37	5 21	...	...	...	...	...
23	3 25	2 50	1 80	Saint Paterne	7 47	12 52	5 36	...	...	...	...	...
27½	4 75	3 30	2 50	Dissay-sous-Courcillon	8 0	1 5	5 49	...	...	...	...	...
30½	5 50	4 10	3 0	**Chateau-du-Loir**	8 18	1 20	6 5	...	...	...	...	...
35½	6 40	4 80	3 50	Vaas	8 33	1 36	6 20	...	...	...	...	...
37½	6 85	5 10	3 75	Aubigne	8 43	1 45	6 30	...	...	...	...	...
43½	7 85	5 90	4 30	Mayet	9 2	2 4	6 48	...	...	...	...	...
47½	8 60	6 45	4 75	Ecommoy	9 16	2 18	7 2	...	...	...	...	...
50½	9 40	7 5	5 15	Laigne and St. Gervais	9 30	2 33	7 16	...	...	...	...	...
56½	10 20	7 65	5 60	Arnaye	9 42	2 44	7 28	...	...	...	...	...
61½	11 10	8 30	6 10	**Le Mans** (pages 24, 25) ..... arr.	10 0	3 2	7 46	...	...	...	...	...

Engl. Miles	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3					
Dist.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.					
—	—	—	—	**Le Mans** ..... dep.	6 35	12 20	4 25	...	...	...	...	...
5	0 55	0 60	0 50	Arnaye	6 50	12 33	4 40	...	...	...	...	...
9½	1 50	1 15	0 80	Laigne and St. Gervais	7 2	12 45	4 52	...	...	...	...	...
13½	1 80	1 35	1 0	Ecommoy	7 17	12 57	5 6	...	...	...	...	...
18	3 10	2 25	1 60	Mayet	7 35	1 10	5 21	...	...	...	...	...
23½	4 30	3 20	2 30	Aubigne	7 54	1 25	5 39	...	...	...	...	...
26	4 70	3 55	2 60	Vaas	8 3	1 35	5 48	...	...	...	...	...
31	5 60	4 20	3 10	**Chateau-du-Loir**	8 29	1 52	6 12	...	...	...	...	...
34	6 15	5 20	3 40	Dissay-sous-Courcillon	8 41	2 2	6 23	...	...	...	...	...
38½	6 95	5 60	3 80	Saint Paterne	8 56	2 14	6 36	...	...	...	...	...
44	7 95	5 95	4 35	Neuille	9 17	2 29	6 55	...	...	...	...	...
48½	8 75	6 55	4 80	Saint Antoine	9 32	2 42	7 10	...	...	...	...	...
53½	9 65	7 20	5 30	**Mettray** (Colonie Agricole)	9 50	2 55	7 25	...	...	...	...	...
...	...	...	...	St. Pierre des Corps (*Bifurcation*)	...	...	...	...	...	...	...	...
61½	11 10	8 30	6 10	**Tours** ..... arr.	10 15	3 18	7 50	...	...	...	...	...
					a.m.	p.m.	p.m.					
...	...	...	...	TOURS (page 36) ..... dep.	11 35	3 34	8 50	...	...	...	...	...
71½	12 90	9 65	7 10	ORLEANS (page 35) ..... arr.	3 5	6 15	1 15	...	...	...	...	...

PARIS, ORLEANS, COUTRAS, AND PERIGUEUX.—Chemin de fer d'Orleans. [6930

Engl. Miles	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3					
Dist.	fr. c.	fr. c.	fr. c.		p.m.	p.m.						
—	—	—	—	PARIS (page 27) ..... dep.	8 0	10 55	...	...	...	...	...	...
—	FRO	M	PARIS	ORLEANS (page 34) ..... dep.	10 56	2 55	...	...	...	...	...	...
					a.m.	p.m.	p.m.					
337	59 0	44 25	32 45	**Coutras** (page 34) ..... dep.	8 20	4 35	8 30	...	...	...	...	...
332½	59 80	44 95	32 95	Saint Medard	8 32	4 53	8 48	...	...	...	...	...
341	61 70	46 30	33 95	Monpont	8 55	5 30	9 23	...	...	...	...	...
346½	62 60	46 95	34 45	Bénévent	9 11	5 49	9 42	...	...	...	...	...
351½	63 50	47 65	34 95	Mussidan	9 27	6 12	10 4	...	...	...	...	...
358½	64 75	48 55	35 60	Neuvic	9 43	6 32	10 24	...	...	...	...	...
363	65 50	49 15	36 5	Saint Astier	9 55	6 53	10 45	...	...	...	...	...
371	66 30	49 75	36 45	Razac	10 6	7 7	10 59	...	...	...	...	...
373½	67 40	55 5	37 10	**Perigueux** ..... arr.	10 24	7 28	11 20	...	...	...	...	...

Engl. Miles	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3					
Dist.	fr. c.	r. c.	fr. c.		a.m.	p.m.	p.m.					
—	—	—	—	**Perigueux** ..... dep.	5 0	2 0	5 35	...	...	...	...	...
6½	1 25	0 90	0 70	Razac	5 18	2 15	5 53	...	...	...	...	...
11½	2 0	1 50	1 10	Saint Astier	5 36	2 26	6 16	...	...	...	...	...
15½	2 80	2 10	1 55	Neuvic	5 50	2 38	6 31	...	...	...	...	...
22½	4 5	3 0	2 20	Mussidan	6 18	2 54	6 59	...	...	...	...	...
27½	4 95	3 70	2 70	Bénévent	6 33	3 12	7 14	...	...	...	...	...
32½	5 60	4 25	3 25	Monpont	6 55	3 26	7 40	...	...	...	...	...
41½	7 60	5 70	4 20	Saint Medard	7 25	3 49	8 12	...	...	...	...	...
47	8 50	6 40	4 70	**Coutras** (page 35) ..... arr.	7 38	4 0	8 25	...	...	...	...	...
					p.m.	a.m.						
...	...	...	...	ORLEANS (page 35) ..... arr.	6 15	2 15	...	...	...	...	...	...
...	...	...	...	PARIS (page 27) ..... arr.	8 55	5 15	...	...	...	...	...	...

PARIS, ORLEANS, and POITIERS, to NIORT, LA ROCHELLE, and ROCHEFORT.—Chemin de fer d'Orleans. [6930

Dis.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1 1,2,3 Mail	2 1,2,3 class	3 1,2,3 class	4 1,2,3 class	5	6	7	8
	fr. c.	fr. c.	fr. c.		p.m.	a.m.	p.m.	a.m.				
—	—	—	—	PARIS [page 27] ..... dep.	8 0	...	10 55	9 10	...	...	...	...
...	...	...	...	ORLEANS [page 34] ..... "	10 58	...	2 55	11 45	...	...	...	...
					a.m.	a.m.	a m.	p.m.				
—	—	—	—	**Poitiers** ..... dep.	4 5	7 55	11 30	4 55	...	...	...	...
4	...	...	...	Saint Benoît	...	8 5	11 41	5 3	...	...	...	...
11	...	...	...	Colombières	...	8 33	12 9	5 26	...	...	...	...
17	...	...	...	Lusignan	4 55	8 51	12 27	5 42	...	...	...	...
20	...	...	...	Roullé	...	9 3	12 39	5 52	...	...	...	...
25	...	...	...	Pamproux	...	9 17	12 53	6 4	...	...	...	...
30	...	...	...	La Villedieu	5 33	9 32	1 10	6 18	...	...	...	...
34	...	...	...	Saint Maixant	5 51	9 50	1 28	6 37	...	...	...	...
40	...	...	...	La Crèche	6 9	10 8	1 48	6 53	...	...	...	...
49	...	...	...	**Niort**	6 44	10 33	2 22	7 23	...	...	...	...
54	...	...	...	Frontenay	7 1		2 39	7 37	...	...	...	...
58	...	...	...	Epanes	7 10	...	2 48	7 45	...	...	...	...
63	...	...	...	Mauze	7 26	...	3 5	7 58	...	...	...	...
70	...	...	...	Surgeres	7 48	...	3 27	8 17	...	...	...	...
79	...	...	...	Aigrefeuille Junction	8 32	...	4 11	9 1	...	...	...	...
90	...	...	...	**La Rochelle** ..... arr.	9 15	...	4 55	9 45	...	...	...	...
90	...	...	...	**Rochefort** ..... "	9 7	...	4 46	9 36	...	...	...	...

LA ROCHELLE, and ROCHEFORT, to NIORT, POITIERS, ORLEANS, and PARIS.—Chemin de fer d'Orleans.

Dis.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1 1,2,3 class	2 1,2,3 class	3 1,2,3 class	4 1,2,3 Mail	5	6	7	8
	fr. c.	fr. c.	fr. c.		a.m.	a.m	n.m.	p.m.				
—	—	—	—	**La Rochelle** ..... dep.	...	7 50	10 55	3 30	...	...	...	...
21½	3 90	2 95	2 15	**Rochefort**	...	8 0	11 4	3 39	...	...	...	...
11½	2 0	1 50	1 10	Aigrefeuille Junction	...	8 45	11 50	4 25	...	...	...	...
20½	3 70	2 75	2 5	Surgeres	...	9 13	12 13	4 47	...	...	...	...
28	4 5	3 80	2 75	Mauze	...	9 36	12 33	5 4	...	...	...	...
33½	6 5	4 55	3 35	Epanes	...	9 52	12 47	5 17	...	...	...	...
38	6 50	4 85	3 55	Frontenay	a.m.	10 1	12 58	5 25	...	...	...	...
41½	7 50	5 65	4 15	**Niort**	7 5	10 35	1 20	6 0	...	...	...	...
46½	9 5	6 80	5 0	La Crèche	7 31	11 1	1 47	6 21	...	...	...	...
54	10 20	7 65	5 60	Saint Maixent	7 51	11 23	2 8	6 40	...	...	...	...
60½	11 0	8 15	6 5	La Villedieu	8 10	11 37	2 22	6 52	...	...	...	...
65	11 75	8 90	6 45	Pamproux	8 25	11 52	2 36	7 5	...	...	...	...
70	12 65	9 50	6 95	Roullé	8 39	12 6	2 49	7 17	...	...	...	...
75½	13 35	10 0	7 35	Lusignan	8 54	12 23	3 7	7 30	...	...	...	...
79	14 10	10 60	7 75	Coulombiers	9 8	12 37	3 21	7 43	...	...	...	...
87½	15 80	11 85	8 70	Saint Benoît	9 36	1 5	3 47	8 6	...	...	...	...
90	16 25	12 20	8 95	**Poitiers** ..... arr.	9 49	1 18	3 59	8 17	...	...	...	...
						p.m	a m.	a.m.				
...	...	...	...	ORLEANS [page 35] ..... arr.	...	6 15	1 15	2 15	...	...	...	...
...	...	...	...	PARIS [page 27] ..... "	...	8 55	4 51	5 15	...	...	...	...

LA ROCHELLE and ROCHEFORT.—Chemin de fer d'Orleans. [6930

Dis.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1 1,2,3 class	2 1,2,3 class	3 1,2,3 class	4 1,2,3 class	5	6	7
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.			
—	—	—	—	**La Rochelle** ..... dep.	7 50	10 55	3 30	8 20	...	...	...
7½	1 85	1 0	0 75	La Jarry	8 10	11 15	3 50	8 40	...	...	...
11½	2 0	1 50	1 10	Aigrefeuille	8 32	11 36	4 11	9 1	...	...	...
21½	2 60	1 95	1 40	Cire	8 43	11 47	4 22	9 12	...	...	...
21½	3 90	2 95	2 15	**Rochefort** ..... arr.	9 7	12 11	4 46	9 36	...	...	...

Dis.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1 1,2,3 class	2 1,2,3 class	3 1,2,3 class	4 1,2,3 class	5	6	7	8
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.				
—	—	—	—	**Rochefort** ..... dep.	8 0	11 4	3 39	8 29	...	...	...	...
7½	1 10	1 10	0 60	Cire	8 21	11 25	4 0	8 50	...	...	...	...
11½	1 50	1 50	1 10	Aigrefeuille	8 46	11 45	4 20	9 10	...	...	...	...
14	2 0	2 0	1 60	La Jarry	8 59	11 57	4 33	9 23	...	...	...	...
21½	2 85	2 85	2 15	**La Rochelle** ..... arr.	9 15	12 20	4 55	9 45	...	...	...	...

Dist. from Bdx.	Fares. 1st class	2nd class	3rd class	STATIONS.	Trains. 1,2,3 class	1st Ex.	1, 2,3 class	1,2,3 class	
Kils.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	noon	p.m.	
—	—	—	—	**Bordeaux** ..... dep.	6 0	11 15	12 0	2 30	...
7½	1 25	0 90	0 65	Pessac	6 14	...	12 12	2 44	...
11½	2 0	1 50	1 10	Gazinet	6 27	...	...	2 57	...
14½	2 60	1 95	1 40	Pierroton	6 41	...	12 33	3 13	...
19½	3 0	2 25	1 65	Chemin de Mios	6 50	...	...	3 22	...
20½	3 70	2 75	1 70	Marcheprime	6 58	...	...	3 30	...
23	4 15	3 10	1 70	Canauley	7 6	...	...	3 38	...
24½	4 55	3 35	2 35	Facture	7 14	...	12 59	3 46	...
...	...	...	...	**Lamothe Junction** ..... arr.	7 20	12 14	1 4	3 52	...
26½	4 80	3 60	2 35	**Lamothe Junction** ... dep.	7 31	...	1 13	4 4	...
30½	5 25	3 95	2 75	Le Teich	7 37	...	1 21	4 10	...
30	5 40	4 5	2 25	Mestras	7 44	..	...	4 19	...
31½	5 60	4 30	2 25	Gujan	7 48	..	1 31	4 24	...
33	5 95	4 45	3 35	La Hume	7 55	...	...	4 31	...
34½	6 25	4 70	2 75	La Teste	8 5	...	1 43	4 40	...
...	...	...	...	**Arcachon** ..... arr.	8 11	...	1 49	4 46	...
35½	5 80	4 35	3 20	**Lamothe Junction** ..... dep.	7 30	12 19	...	4 2	...
39½	7 ½	5 30	3 90	Caudos	7 46	...	...	4 19	...
47½	8 50	6 40	4 70	Salles	8 8	...	...	4 44	...
55½	9 95	7 50	50	Ichoux	8 31	12 56	...	5 9	...
60½	10 65	8 15	6 0	Labouheyre	8 57	1 13	...	5 37	...
68	12 20	9 15	6 70	Sabres	9 10	...	...	5 51	...
67½	12 20	9 15	6 70	**Morcenx** ..... arr.	9 32	1 36	...	6 12	...
...	...	...	...	**Morcenx** ..... dep.	9 59	1 50	...	6 52	
73½	13 20	9 90	7 25	Arjuzanx	10 8	...	...	7 1	
78	14 0	10 50	7 70	Arengosse	10 17	2 5	...	7 10	
83½	15 0	11 25	8 25	Igos	10 30	2 16	...	7 23	
92½	16 60	12 45	9 10	Saint Martin	10 40	...	...	7 40	
105½	...	...	...	**Mont-de-Marsan**	11 18	2 49	...	8 9	
111	...	...	...	Castres	11 55	...	...	8 48	
120½	...	...	...	Aire	13 16	3 46	...	9 9	
131½	...	...	...	Riscle	13 48	4 11	...	9 36	
136½	...	...	...	Caussade	...	...	...	Stop	
141½	...	...	...	Maubourguet	2 3	...	...		
151½	...	...	...	Vic	2 21	5 21	...		
...	...	...	...	**Tarbes** ..... arr.	3 0	5 45	...	...	
76½	13 80	10 35	7 60	**Morcenx** ..... dep.	9 57	1 46	...	6 37	
83½	15 0	11 25	8 25	Rion	10 19	2 5	...	7 3	
89½	15 80	11 85	8 70	Laluque	10 45	...	...	7 27	
92½	16 60	12 45	9 10	Bugloss	10 59	...	a.m	7 40	
98	17 70	13 25	9 75	**Dax**	11 20	2 45	*6 0	8 2	
101½	18 25	13 70	10 5	Riviere	11 39	...	6 21	8 20	
104½	18 70	14 5	10 30	Saubusse	11 49	...	6 32	8 30	
109	19 40	14 55	10 65	Saint Geours	11 58	...	6 42	8 40	
115½	20 70	15 55	11 40	Saint Vincent	12 15	3 14	6 58	8 57	
121½	21 85	16 40	12 0	La Benne	12 33	...	7 22	9 19	
123½	22 20	16 65	12 20	La Bouçau	12 56	...	7 39	9 35	
				Bayonne ..... arr.	1 10	3 55	7 53	9 47	

* Runs on Mondays and Thursdays only.

Dist. from Bayonne.	Fares. 1st class	2nd class	3rd class	STATIONS.	Trains. 1,2,3 class	1st Ex.	1,2,3 class	1,2,3 class	
Kils.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	
—	—	—	—	**Bayonne** ..... dep.	6 0	9 15	3 30	*6 0	
1½	0 65	0 50	0 35	Le Boucau	6 9	...	3 40	6 9	
8	1 45	1 10	0 80	La Benne	6 26	...	4 0	6 26	
15½	2 90	2 20	1 60	Saint Vincent	6 54	9 47	4 27	6 54	
19½	3 60	2 70	1 95	Saint Geours	7 6	...	4 38	7 6	
21½	4 5	3 0	2 20	Saubusse	7 15	...	4 47	7 15	
25½	4 50	3 35	2 45	Riviere	7 24	...	4 56	7 26	
31	5 70	4 30	3 15	**Dax**	7 50	10 26	5 22	7 45	
35½	6 40	4 80	3 50	Buglose	8 3	...	5 35	Stop	
39½	7 15	5 40	3 95	Laluque	8 21	...	5 52		
47½	8 50	6 40	4 70	Rion	8 43	11 1	6 11		
55½	10 10	7 55	5 55	**Morcenx** ..... arr.	9 8	11 20	6 36	...	
...	...	...	...	**Tarbes** ..... dep.	...	7 15	1 10	...	
...	...	...	...	Vic	...	7 46	1 43	...	
...	...	...	...	Maubourguet	...	8 10	2 57	...	
...	...	...	...	Caussade	...	...	...	...	
...	...	...	...	Riscle	6 35	9 20	3 20	...	
...	...	...	...	Aire	7 5	9 45	3 55	...	
...	...	...	...	Castres	7 20	...	4 11	...	
...	...	...	...	**Mont-de-Marsan**	8 5	10 31	5 2	...	
9	15 0	11 25	8 25	St. Martin	8 25	...	5 24	...	
15	14 0	10 50	7 70	Igos	8 40	...	5 40	...	
19	13 20	9 90	7 25	Arengosse	8 53	...	5 58	...	
...	...	...	...	Arjuzanx	9 2	...	6 2	...	
25	12 20	9 15	6 70	**Morcenx**	9 10	11 22	6 10	...	
55½	10 10	7 55	5 55	**Morcenx** ..... dep.	9 33	11 40	7 1	...	...
63	11 40	8 55	6 30	Sabres	9 54	...	7 20	...	...
68	12 20	9 15	6 70	Labouheyre	10 9	12 6	7 36	...	...
76	13 80	10 35	7 60	Ichoux	10 29	12 22	7 56	...	...
84½	15 25	11 40	8 40	Salles	10 54	12 41	8 20	...	...
94½	16 45	12 35	9 5	Caudos	11 11	...	8 37	...	...
98½	17 45	13 10	9 60	**Lamothe Junction** ..... arr.	11 25	1 3	8 50	a.m.	...
—	—	—	—	**Arcachon**	10 45	...	8 0	6 40	...
2	...	...	...	La Teste	10 55	...	8 10	6 50	...
4	0 65	0 50	0 35	La Hume	...	...	8 16	6 57	...
5	0 65	0 50	0 35	Gujan	11 7	...	8 23	7 4	...
6	0 80	0 60	0 45	Mestras	...	...	8 31	7 9	...
8½	1 10	0 85	0 60	Le Teich	11 15	...	8 39	7 16	...
10	1 45	1 10	0 80	**Lamothe Junction**	11 20	...	8 45	7 21	...
—	—	—	—	**Lamothe Junction** ..... dep.	11 35	1 8	9 0	7 36	...
100½	17 80	13 35	9 80	Facture	11 42	...	9 10	7 33	...
103	18 25	13 70	10 5	Canauley	...	...	...	7 43	...
106½	18 95	14 20	10 40	Marcheprime	...	...	9 28	7 55	...
109½	19 40	14 55	10 65	Chemin de Mios	...	...	...	8 3	...
112½	19 95	14 95	10 95	Pierroton	12 20	...	9 47	8 16	...
116½	20 70	15 55	11 40	Gazinet	...	...	9 58	8 27	...
119½	21 40	16 5	11 75	Pessac	12 41	...	10 9	8 38	...
123½	22 20	16 65	12 20	**Bordeaux** ..... arr.	12 58	2 5	10 25	8 53	...

* Refreshment Station at Morcenx.
* Runs on Mondays and Thursdays only.

Luggage.—30 kilogrammes allowed free; 1 to 40 kilogrammes excess, 45 centimes for every 10 kilogrammes per kilometre; above 40 kilogrammes, 35 centimes for every 10 kilogrammes per kilometre.

Remarks.—The booking offices close five minutes before the departure of the trains. Children are charged the same rate as other travellers. The Porters of the Company are not allowed to receive any gratuity.

Distance Miles	FARES. 1st class	2nd class	3rd class	STATIONS. PARIS (p. 27) ORLEANS (p. 34) TOURS (p. 34) POITIERS (p. 34)	TRAINS. *1 1,2,3 class	2 1,2,3 class	3 1,2,3 class	4 1st. Ex.	5 1,2,3 class	6 1,2,3 class	7 1,2,3 class
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Bordeaux**.....dep.	* Wednesdays and Saturdays only.	6 20	9 0	10 45	2 0	4 0	5 30
2	0 40	0 30	0 25	Bègles.....		6 27	9 7	...	...	4 9	5 39
3½	0 70	0 55	0 40	Villenave-d'Ornon.....		6 35	9 15	...	...	4 17	5 48
5½	0 90	0 70	0 50	Cadaujac		6 40	9 21	...	2 16	4 23	5 54
8½	1 5	0 75	0 55	St.-Médard-d'Eyrans ..		6 51	9 32	...	2 26	4 34	6 5
11½	1 15	0 85	0 55	Beautiran		7 6	9 46	11 8	2 39	4 49	6 20
13	1 15	0 85	0 55	Portets		7 11	9 52	...	2 45	4 55	6 26
15	1 45	1 10	0 70	Arbanats		7 19	10 0	...	...	5 5	6 36
17½	1 70	1 25	0 85	Podensac		7 28	10 8	...	2 58	5 16	6 46
18½	1 80	1 35	0 90	Cérons		7 35	10 15	11 24	3 5	5 25	6 54
21½	2 0	1 50	1 0	Barsac		7 43	10 23	...	3 12	5 34	7 4
23	2 20	1 65	1 10	Preignac		7 50	10 30	...	3 19	5 42	7 12
26	2 50	1 90	1 25	**Langon**	...	8 4	10 40	11 45	3 33	5 52	7 27
27½	2 70	2 5	1 35	Saint-Macaire	...	8 10	Stop	...	3 39	Stop	7 34
30	3 35	2 40	1 90	St.-Pierre-d'Aurillac ...	...	8 17		...	...		7 45
31½	3 65	2 60	2 10	Caudrot	...	8 25		...	3 48		7 53
34½	3 90	2 80	2 25	Gironde	...	8 35	...	...	3 58	...	8 3
37½	4 0	3 0	2 25	**La Reole**	...	8 49	...	12 9	4 12	...	8 17
41½	5 5	3 70	3 0	Lamothe-Landeron ...	...	9 1	...	...	4 23	...	8 30
45	5 40	3 95	3 25	Sainte-Bazeille	a.m.	9 10	...	...	4 33	...	8 41
49½	5 50	4 0	3 25	**Marmande**	6 35	9 28	...	12 39	4 49	...	8 59
54½	7 10	5 35	4 45	Fauguerolles	6 56	9 43	...	...	5 5	...	9 16
59½	7 25	5 50	4 50	**Tonneins**.....	7 16	10 1	...	1 0	5 22	...	9 36
61½	9 55	6 80	4 70	Nicole	7 31	10 15	...	...	...	...	9 51
66½	10 70	7 45	4 85	Aiguillon	7 41	10 24	...	1 17	5 47	...	9 58
72½	13 0	8 70	5 20	Port-Ste-Marie	8 1	10 42	...	1 31	6 2	...	10 19
75½	13 65	9 15	5 50	Fourtic	8 13	10 54	...	...	...	...	10 31
78½	14 20	9 55	5 70	Saint-Hilaire	8 24	11 5	...	...	...	...	10 42
81½	14 55	9 75	5 85	Colayrac	8 33	11 14	...	...	...	...	10 50
85	15 25	10 20	6 10	**Agen** (*Buffet*) .....arr.	8 44	11 50	...	2 9	6 55	...	11 2
90	16 25	12 20	7 15	Sauveterre	Stop	12 7	...	...	7 10	...	Stop
93½	16 80	12 60	7 70	Saint-Nicolas		12 19	...	2 24	7 21	...	
97½	17 45	13 10	8 40	Lamagistère	...	12 31	...	...	7 33	...	...
100½	18 15	13 60	9 10	**Valence-d'Agen** ...	...	12 49	...	2 40	7 49	...	...
105	18 95	14 20	9 90	Malauze.....	...	1 3	...	...	8 3	...	...
110½	19 95	14 95	10 95	**Moissac** (T. 92 yd. 1 ft.	...	1 24	...	3 12	8 24	...	...
116	20 95	15 70	11 50	**Castelsarrasin**	...	1 46	...	3 27	8 43	...	...
121½	21 85	16 40	12 0	Lavilledieu	...	2 3	...	...	8 59	...	...
126½	23 5	17 30	12 70	**Montauban** (p. 42)	...	2 34	...	4 0	9 29	...	...
136	24 40	18 30	13 45	Montbartier	...	2 56	...	...	9 53	...	...
140½	25 20	18 90	13 85	Dieupentale.....	...	3 10	...	...	10 7	...	...
148½	25 75	19 30	14 15	Grisolles.....	...	3 20	...	4 29	10 21	...	...
146½	26 30	19 75	14 50	Castelnau	...	3 31	...	...	10 32	...	...
150½	27 0	20 25	14 85	Saint-Jory.....	...	3 42	...	...	10 45	...	...
156	28 0	21 0	15 40	Lacourtensourt	...	3 58	...	...	11 2	...	...
160½	28 80	21 60	15 85	**Toulouse** .....arr. (*Buffet*)	a.m.	4 15	p.m.	5 3	11 20	p.m.	...
						Stop					
A	B	C	D			2	3	4	6	5	7

Distance Miles	FARES. 1st class	2nd class	3rd class	STATIONS.	TRAINS. 1 1,2,3 class	2 1st. Ex.	3 1,2,3 class	4 1,2,3 class	5 1st Ex.	6 1,2,3 class	7 1,2,3 class
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Cette** .....dep.	5 30	...	...	9 50	5 15	5 40	...
11½	2 0	1 50	1 10	Les Onglous.....	5 54	...	...	...	...	6 14	...
15	2 70	2 0	1 50	**Agde**	6 7	...	...	10 42	5 44	6 30	...
16½	3 0	2 25	1 65	Vias.....	6 15	...	...	10 51	...	6 39	...
23½	4 35	3 30	2 40	Villeneuve..e.....	6 32	...	...	11 15	...	7 0	...
27½	5 5	3 80	2 75	**Beziers**	6 40	...	...	11 36	6 13	7 23	...
34½	6 15	4 50	3 40	Nessan[T. 546 yds. 2½ ft.	7 2	...	...	11 57	...	7 44	...
40½	7 30	5 45	4 0	Coursan	7 16	...	...	12 13	...	7 59	...
42½	7 95	5 95	4 35	**Narbonne** .....arr.	7 35	...	...	12 33	6 43	8 5	...
From Narbonne.											
13	2 35	1 75	1 30	**Narbonne**...dep.	7 40	...	...	...	7 0	9 10	...
20½	5 15	3 85	2 85	La Nouvelle	8 19	...	...	...	7 54	9 40	...
24½	6 25	4 70	3 45	Salces	9 5	...	...	...	8 50	10 12	...
32½	7 15	5 40	3 95	Rivesaltes	9 21	...	...	...	9 16	10 27	...
39½				**Perpignan** arr.	9 40	...	...	...	9 35	10 45	...
49½	8 95	6 70	4 95	Marcoriguan	7 51	...	...	12 53	...	8 49	...
52½	9 50	7 15	5 25	Villeduigne	8 0	...	...	1 4	...	9 0	...
56	10 49	7 80	5 75	Lesignan	8 14	...	...	1 25	7 40	9 20	...
65	11 65	8 75	6 40	Moux	8 32	...	...	1 4a	...	9 41	...
69½	12 55	9 40	6 90	Capendu	8 43	...	...	2 6	8 8	9 53	...
72½	13 10	9 85	7 20	Flouro.....	8 52	...	...	2 18	...	10 9	...
76½	13 65	10 25	7 50	Trebes [T. 428 yards]....	9 3	...	a. m.	2 29	...	10 21	...
85½	15 35	11 50	8 45	**Carcassonne**.....	9 39	...	5 35	2 51	8 40	10 33	...
90	16 15	12 10	8 85	Pezens	9 53	...	5 53	3 9	...	Stop	...
93½	16 70	12 50	9 20	**Alzonne**.....	10 5	...	6 10	3 23	...		...
97½	17 60	13 20	9 65	Bram	10 14	...	6 26	3 38	9 5		...
103	18 50	13 85	10 15	Pexiora	10 27	...	6 42	3 53	...	...	...
106½	19 5	14 30	10 45	**Castelnaudary**	10 46	...	7 8	4 13	9 20	...	...
109½	19 60	14 70	10 80	Mas.-Stes.-Puelles	10 55	...	7 20	4 24	...	...	...
113	20 15	15 10	11 10	Segala.....	11 4	...	7 32	4 35	...	...	...
116½	20 95	15 70	11 50	Avignonnet	11 13	...	7 47	4 47	...	...	...
120½	21 60	16 20	11 90	**Villefranche**	11 26	...	8 2	5 2	9 58	...	...
123	22 5	16 55	12 15	Villenouvelle	11 36	...	8 13	5 14	...	...	...
125½	22 50	16 90	12 40	Baziege	11 44	...	8 21	5 23	10 11	...	...
129½	23 20	17 40	12 75	Montlaur	11 52	...	8 32	5 35	...	...	...
136½	24 65	18 50	13 55	Escalquens	12 4	...	8 43	5 49	...	...	...
				Toulouse ..... arr.	12 24	...	9 6	6 14	10 41	...	...
								Stop	Stop		
						a.m.	a.m.				p.m.
...	...	...	...	**Toulouse**.....dep.	12 49	7 0	7 30	...	...	...	6 50
141	25 40	19 5	14 0	Lacourtensourt	1 0	...	7 42	...	...	...	7 2
146½	26 45	19 80	14 55	Saint-Jory.....	1 14	...	7 59	...	...	...	7 18
150½	27 10	20 35	14 90	Castelnau	1 24	...	8 12	...	...	...	7 30
154	27 65	20 75	15 20	Grisolles.....	1 34	7 38	8 27	...	...	...	7 46
156½	28 20	21 15	15 50	Dieupentale	1 43	...	8 36	...	...	...	7 55
161	29 0	21 75	15 95	Montbartier	1 54	...	8 49	...	...	...	8 9
168½	30 35	22 75	16 70	**Montauban** (p. 42)	2 25	8 19	9 20	...	...	...	8 37
177	31 45	23 60	17 30	Lavilledieu	2 43	...	9 43	...	...	...	9 0
180½	32 50	24 35	17 85	**Castelsarrasin**	2 56	8 42	10 0	...	...	...	9 14
A	B	C	D		1	2	3	4	5	6	7

A	B	C	D		E	F	G	H	I	J	K		L	M	N	O	P		Q	R	S	T
...	...	...	...	**Toulouse** .....dep.	6 30	...	12 25	5 33	...	6 30	...	198¼	33 50	25 10	16 40	**Moissac**[T. 92 yds. 1f.	3 16	8 59	10 23	...		...	9 45
68	30 25	22 70	16 65	Escalquens	6 54	...	12 49	...	...	6 56	...	192	34 50	25 85	13 95	Malauze	3 32	...	10 40	...		...	9 58
71	30 90	23 20	17 0	Montlaur	7 6	...	1 4	...	...	7 12	...	196¼	35 30	26 45	19 40	**Valence-d'Agen**	3 45	9 23	10 58	...		...	10 17
174	31 35	23 50	17 25	Baziege	7 14	...	1 13	6 0	...	7 21	...	200¼	35 95	26 95	19 75	Lamagistère	3 55	...	11 9	...		...	10 17
176	31 80	23 85	17 50	Villenouvelle	7 22	...	1 22	...	...	7 30	...	204	36 60	27 45	20 15	Saint-Nicolas	4 6	...	11 21	...		...	10 28
180	32 50	24 35	17 85	**Villefranche**	7 34	...	1 43	6 14	...	7 41	...	207	37 20	27 90	20 45	Sauveterre	4 16	...	11 33	a.m.		p.m.	10 38
185	33 25	24 95	18 30	Avignonnet	7 51	...	2 2	...	...	8 0	...	212	38 20	28 65	21 0	**Agen** (*Buffet*) .....arr.	4 54	10 18	12 14	5 15		*7 15	10 52
187	33 80	25 35	18 60	Segala.....	8 0	...	2 11	...	...	8 10	...	215¼	38 85	29 15	21 40	Colayrac	5 5	...	12 25	5 25		7 27	Stop
190	34 40	25 80	18 90	Mas.-Stes.-Puelles	8 10	...	2 21	...	...	8 20	...	218¼	39 20	29 40	21 55	Saint-Hilaire	5 12	...	12 33	5 33		7 36	
194	34 95	26 20	19 20	**Castelnaudary**.....	8 24	...	2 38	6 45	...	8 34	...	221	39 75	29 80	21 85	Fourtic	5 22	...	12 44	5 44		7 47	
199	35 85	26 90	19 70	Pexiora	8 39	...	2 53	...	...	8 49	...	224¼	40 45	30 30	22 25	Port-Ste-Marie	5 33	10 41	12 59	6 0		8 3	
204	36 75	27 55	20 20	Bram	9 2	...	3 11	7 4	...	9 7	...	230	41 35	31 0	22 75	Aiguillon	5 46	10 52	1 18	6 14		8 22	
207	37 30	27 95	20 50	**Alzonne**.....	9 13	...	3 24	...	...	9 18	...	233¼	41 80	31 35	23 0	Nicole	5 56	...	1 28	6 22		8 32	
211¼	38 10	28 55	20 95	Pesens	9 25	a.m.	3 38	...	...	9 32	...	237	42 65	32 0	23 45	**Tonneins**	6 13	11 14	1 46	6 41		8 57	
216¼	39 0	29 25	21 45	**Carcassonne**	10 3	5 10	4 3	7 41	...	9 45	...	241¾	43 45	32 60	23 90	Fauguerolles.....	6 26	...	2 0	6 55		9 17	
220¼	39 75	29 80	21 85	Trebes [T. 428 yards]...	10 15	5 24	4 18	...	...	Stop	...	247¼	44 60	33 45	24 50	**Marmande**	6 44	11 40	2 20	7 15		9 34	
224¼	40 30	30 25	22 20	Floure.....	10 26	5 35	4 29	...	...		...	251¼	45 25	33 95	24 90	Sainte-Bazeille	6 56	...	2 33	7 30		Stop	
227¼	40 90	30 65	22 50	Capendu	10 36	5 50	4 44	8 9	...		...	255	45 90	34 45	25 25	Lamothe-Landeron	7 5	...	2 43	7 42			
232	41 80	31 35	23 0	Moux	10 49	6 5	4 59	...	...	...	...	259¼	46 60	34 95	25 65	**La Reole**	7 17	12 8	2 58	8 11			
238¾	43 0	32 25	23 65	Lesignan	11 8	6 29	5 22	8 33	...	...	...	262¼	47 15	35 35	25 95	Gironde	7 26	...	3 11	8 12		...	
244	43 20	32 95	24 15	Villedaigne	11 23	6 45	5 37	...	...	...	...	265	47 60	35 70	26 20	Caudrot	7 36	...	3 22	8 26		...	
247¼	44 45	33 35	24 45	Marcorignan.....	11 33	6 56	5 46	...	...	...	...	267	48 5	36 5	26 45	St Pierre-d'-Aurillac...	7 44	...	3 30	8 32	...	...	
—	—	—	—	**Perpignan**...dep.	9 0	5 20	3 45	...	...	...	...	269½	48 40	36 30	26 60	Saint-Macaire	7 51	...	3 38	8 39	a.m.	p.m.	
5	...	...	...	Rivesaltes	9 30	5 36	4 10	...	...	...	...	270¼	48 70	36 55	26 80	**Langon**.....	8 6	12 36	3 54	8 54	6 30	9 15	
11	...	...	...	Salces	9 55	5 55	4 30	...	...	...	...	273¾	49 30	36 95	27 10	Preignac	8 16	...	4 7	9 8	6 42	9 27	
26	...	...	...	La Nouvelle	10 55	6 37	5 29	...	...	...	...	275¼	49 60	37 20	27 30	Barsac	...	...	4 15	9 18	6 51	9 36	
40	...	...	...	**Narbonne** ...arr.	11 40	7 8	6 10	...	...	...	...	277	50 5	37 55	27 55	Cérons	8 28	12 50	4 25	9 28	7 1	9 48	
253	45 45	34 10	25 0	**Narbonne** .....dep.	12 3	7 26	6 30	9 4	...	...	...	279½	50 30	37 70	27 65	Podensac	8 34	...	4 34	9 37	7 10	9 57	
257	46 25	34 70	25 45	Coursan.....	12 15	7 37	6 41	...	...	...	...	282	50 75	38 5	27 90	Arbanats	...	...	4 43	9 47	7 20	10 7	
262¼	47 25	35 40	26 0	Nissan[T. 546 yds. 2½ ft.	12 31	7 58	7 2	...	...	...	...	284¼	51 5	38 30	28 10	Portets	...	...	4 53	9 55	7 29	10 16	
269	48 40	36 30	26 60	**Beziers**	12 56	8 21	7 32	9 40	...	...	...	285¼	51 30	38 45	28 20	Beautiran	8 55	1 5	5 2	10 5	7 40	10 25	
273	49 5	36 80	27 0	Villeneuve.....	1 7	8 32	7 45	...	...	...	...	290¾	51 85	38 90	28 50	Saint-Médard-d'Eyraus	...	...	5 13	10 16	6 51	10 35	
280	50 40	37 80	27 70	Vias.....	1 26	8 53	8 6	...	...	...	...	292	52 40	39 30	28 85	Cadaujac	...	...	5 24	10 27	8 2	10 47	
282	50 75	38 5	27 90	**Agde**	1 36	9 5	8 18	10 10	...	...	...	293	52 65	39 50	28 95	Villenave-d'Ornon	...	...	5 30	10 33	8 8	10 58	
285¾	51 40	38 55	28 25	Les Onglous	1 47	9 16	8 30	...	...	...	...	295¼	53 0	39 75	29 15	Bègles.....	...	...	5 39	10 42	8 16	11 0	
297	53 30	40 0	29 30	**Cette** .....arr.	2 20	10 0	9 10	10 45	...	...	...	297	53 30	40 0	29 30	**Bordeaux** (1).....arr.	9 25	1 30	5 51	10 53	8 27	11 10	

* On Wednesdays and Saturdays.

(1) Bordeaux to Bayonne, see page 29.

BEZIERS TO ESTRECHOUX.—Chemin de fer de Graissessac a Beziers.

Engl. Miles	Fares 1 cl.	Fares 2 cl.	Fares 3 cl.	Stations.	Trains 1	Trains 2	Trains 3	Trains 4	Trains 5	Trains 6
Dis.	fr. c	fr. c	fr. c.		a. m.	p. m.	a. m.			
—	—	—	—	**Beziers** ... ... dep.	8 40	6 40	...	...	...	...
9½	1 65	1 25	0 90	Espondeilhan	9 19	7 19	...	...	...	...
11½	2 10	1 55	1 15	Magatas	9 30	7 30	...	...	...	...
15½	2 75	2 5	1 50	Laurens	9 59	7 50	...	...	...	...
26	4 60	3 45	2 55	Bédarieux...	10 50	8 32	4 20	...	...	...
32½	5 70	4 30	3 15	**Estrechoux** ... ... arr.	11 10	—	4 40	...	...	...

Stations.	Trains 1	Trains 2	Trains 3	Trains 4	Trains 5	Trains 6
	a. m.	p. m.				
Estrechoux ... ... dep.	5 39	2 45	...	...	...	...
Bédarieux	6 0	3 45	...	...	...	...
Laurens	6 48	4 33	...	...	...	...
Magatas	7 5	4 50	...	...	...	...
Espondeilhan	7 16	5 1	...	...	...	...
Beziers ... ... arr.	7 45	5 30	...	...	...	...

CARMAUX AND ALBY.—Chemin de fer du Midi.

Engl. Miles	Sing. Fares 1st class	Sing. Fares 2nd class	Sing. Fares 3rd class	Ret. Tickets 1st class	Ret. Tickets 3nd class	Ret. Tickets 3rd class	Stations.	Trains a.m.	Trains a.m.	Trains p.m.	
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.					
—	—	—	—	—	—	—	**Carmaux** .....dep.	6 0	11 0	4 0	...
...	1 70	1 10	0 75	3 0	1 50	1 0	**Alby**.....arr.	6 40	11 40	4 40	...

Engl. Miles	Sing. Fares 1st class	Sing. Fares 2nd class	Sing. Fares 3rd class	Ret. Tickets 1st class	Ret. Tickets 2nd class	Ret. Tickets 3rd class	Stations.	Trains a.m.	Trains p.m.	Trains p.m.	
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.					
—	—	—	—	—	—	—	**Alby** .....dep.	9 0	2 0	6 40	...
...	1 70	1 10	0 75	3 0	1 50	1 0	**Carmaux**.....arr.	9 40	2 40	7 20	...

MONTAUBAN, VILLEFRANCHE, VIVIERS, DECAZEVILLE, and ST. CHRISTOPHE.—Chemin de Fer d'Orleans. [6930

Dist. from Mont.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class a.m.	1,2,3 class a.m	1,2,3 class p.m.	1,2,3 class p.m.	1,2,3 class a.m.	1,2,3 class p.m.	
Dis.	fr. c.	fr. c.	fr. c.	Bordeaux (page 40.)							
—	—	—	—	**Montauban** ....dep.	6 0	...	...	...	10 10	4 35	...
9½	1 70	1 25	0 90	St. Etienne	6 24	...	...	...	10 34	4 59	...
12½	2 25	1 70	1 25	Negrepelisse	6 39	...	...	...	10 46	5 10	...
17½	3 15	2 35	1 70	Montricoux	6 57	...	...	...	11 1	5 25	...
21	3 80	2 85	2 10	Bruniquel	7 15	...	...	...	11 16	5 39	...
25½	4 60	3 45	2 55	Penne	7 33	...	...	...	11 31	5 54	...
33½	6 5	4 55	3 55	St. Antonin	8 7	...	...	...	12 3	6 26	...
41½	7 50	5 65	4 15	Lexos	8 58	...	...	...	12 29	6 52	...
46½	8 40	6 30	4 60	Laguépie	9 4	...	...	...	12 48	7 9	...
53½	9 65	7 20	5 30	Najac	9 33	...	...	...	1 10	7 31	...
57	10 30	7 75	5 65	Montcils	9 43	...	...	...	1 24	7 45	...
63½	11 40	8 55	6 30	**Villefranche**	10 8	5 55	...	...	1 54	8 15	...
69½	12 55	9 40	6 90	Villeneuve		6 23	...	...	2 18	8 39	...
73½	13 20	9 90	7 25	Salles-Courbatiers	Stop	6 44	...	...	2 32	8 54	...
76½	13 80	10 35	7 60	Naussac		6 59	...	...	2 46	9 8	...
81½	14 80	11 10	8 15	Capdenac	...	7 28	...	...	3 15	9 37	...
88½	16 0	12 0	8 80	Panchot	...	7 55	...	...	3 38	10 0	...
91½	16 45	12 35	9 5	**Viviers** ....arr.	...	8 17	p.m.	p.m.	4 0	10 20	...
..	...	...	...	**Viviers** ....dep.	...	8 22	2 30	4 5	7 34	10 27	...
93½	16 90	12 70	9 30	**Decazeville** ....arr.	...	8 32	2 40	4 15	7 44	10 37	...
93	16 80	12 60	9 25	Aubin ....dep.	...	8 31	Stop	Stop	4 11	10 31	...
94½	17 15	12 85	9 40	Cransac	...	8 49			4 29	10 49	...
103½	18 70	14 5	10 30	**St. Christophe** ....arr	...	9 24	...	...	5 4	11 24	...

ST. CHRISTOPHE, DECAZEVILLE, VIVIERS, VILLEFRANCHE, and MONTAUBAN. [6930

Dist. from St. C.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class a.m.	1,2,3 class a.m.	1,2,3 class p.m.	1,2,3 class p.m.	1,2,3 class p.m.	1,2,3 class p.m.	
Dis.	fr. c.	fr. c.	fr. c.								
—	—	—	—	**St. Christophe** ....dep.	...	6 50	1 10	...	6 10	...	...
9½	1 70	1 25	0 90	Cransac	...	7 31	1 51	...	6 51	...	...
10½	1 90	1 45	1 0	Aubin	...	7 40	2 1	...	7 4	...	...
..	...	...	...	**Decazeville** ....dep.	...	7 25	1 40	3 20	6 50	9 45	...
9½	0 65	0 50	0 35	**Viviers** ....arr.	...	7 35	1 50	3 30	7 0	9 55	...
15	2 35	1 75	1 30	**Viviers** ....dep.	...	8 4	2 25	Stop	7 29	Stop	...
15	2 70	2 0	1 50	Panchot	...	8 13	2 34		7 47		...
16	4 5	3 0	2 20	Capdenac	...	8 43	3 6	...	8 19	...	...
27½	4 95	3 70	2 70	Naussac	...	9 3	3 26	...	8 40	...	...
31	5 60	4 20	3 10	Salles-Courbatiers	...	9 17	3 40	...	8 55	...	...
36	6 15	4 60	3 40	Villeneuve	a.m.	9 31	3 54	...	9 9	...	...
41	7 40	5 55	4 5	**Villefranche**	5 0	10 9	4 32	...	9 32	...	...
47	8 50	6 40	4 70	Montcils	5 21	10 30	4 58	...		...	...
50½	9 20	6 90	5 5	Najac	5 40	10 44	5 7	...	Stop	...	...
57	10 30	7 75	5 65	Laguépie	6 9	11 6	5 29	...		...	...
63½	11 30	8 50	6 20	Lexos	6 34	11 25	5 48	...	...	...	...
70½	12 75	9 60	7 0	St. Antonin	7 7	11 56	6 19	...	...	...	...
78½	14 20	10 65	7 80	Penne	7 32	12 21	6 44	...	...	...	...
82½	15 0	11 25	8 25	Bruniquel	7 49	12 36	6 59	...	...	...	...
86½	15 70	11 75	8 60	Montricoux	8 5	12 50	7 18	...	...	...	...
91½	16 45	12 35	9 5	Negrepelisse	8 20	1 4	7 27	...	...	...	...
94½	17 15	12 85	9 40	St. Etienne	8 31	1 15	7 38	...	...	...	...
103½	18 70	14 5	10 30	**Montauban** ....arr.	8 58	1 42	8 5	...	...	...	...

DIJON, AUXONNE, GRAY, DOLE, SALINS, BESANCON, & BELFORT.—Chemin de fer de Lyon.

Miles from Paris	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
Dis.	fr. c.	fr. c.	fr. c.		p. m.	a. m.	p. m.	p. m.	a. m.
...	...	...	...	PARIS (page 44).....dep.	8 0	...	10 45	...	11 0
					a. m.		a. m.		p. m.
...	...	...	...	DIJON (page 44).....arr.	2 20	...	9 0	...	5 19
—	—	—	—		a. m.	a. m.	a. m.	p. m.	p. m.
0				**Dijon**.....dep.	2 40	6 0	9 35	2 30	6 10
8½	1 55	1 20	0 85	**Magny**	...	6 20	9 56	2 50	6 30
11½	2 15	1 60	1 15	**Genlis**	...	6 30	10 6	3 0	6 40
14½	2 65	1 95	1 40	**Collonges**	...	6 39	10 15	3 10	6 49
20	3 60	2 70	1 95	**Auxonne**.....arr.	3 18	6 53	10 29	3 24	7 3
From Auxonne.									
7½	1 35	1 0	0 75	**Auxonne**.....dep.	3 27	8 7	10 45	3 40	8 0
10	1 80	1 35	1 0	**Lamarche**	...	8 25	11 4	4 13	8 18
13½	2 45	1 85	1 35	**Pontailler**	3 49	8 34	11 14	4 32	8 27
20	3 60	2 70	1 95	**Talmay**	...	8 44	11 25	4 52	8 40
23	4 15	3 40	2 30	**Montoche**	...	9 1	11 45	5 22	8 57
				Gray.....arr.	4 46	9 10	11 52	5 35	9 5
From Dijon.									
26½	4 80	3 60	2 65	**Auxonne**.....dep.	3 22	7 3	10 39	3 33	7 13
29½	5 25	3 95	2 90	**Champvans**	...	7 20	10 56	3 50	7 31
				Dole.....arr.	3 40	7 28	11 4	3 58	7 39
From Dole.									
8½	1 70	1 25	0 90	**Dole**.....dep.	3 50	7 45	11 20	4 15	7 55
11½	2 15	1 70	1 25	**Montbarry**	4 12	8 10	11 45	4 54	8 21
15½	2 90	2 20	1 60	**Chateley**	...	8 21	11 56	5 14	8 31
19½	3 60	2 70	1 95	**Aro-Senans**	4 30	8 32	12 7	5 35	8 42
23½	4 50	3 35	2 45	**Mouchard**	4 41	8 46	12 21	5 59	8 53
				Salins.....arr.	4 53	8 59	12 34	6 15	9 5
From Dijon.									
33½	6 5	4 55	3 35	**Dole**.....dep.	3 45	7 38	11 14	4 8	7 48
38½	6 95	5 20	3 60	**Rochefort**	...	7 51	11 27	4 21	8 2
41½	7 50	5 65	4 15	**Orchamps**	...	8 4	11 40	4 34	8 15
46½	8 30	6 20	4 55	**Ranchot**	...	8 14	11 50	4 44	8 26
50	8 95	6 70	4 95	**Saint-Vit**	4 17	8 27	12 3	4 57	8 39
53	9 50	7 15	5 25	**Dannemarie**	...	8 37	12 13	5 7	8 48
57½	10 30	7 75	5 65	**Francis**	...	8 48	12 23	5 17	8 59
62½	11 20	8 50	6 20	**Besancon**.....arr.	4 51	9 13	12 55	5 53	9 10
69½	12 55	9 40	6 90	**Roche**	5 7	9 28	1 13	6 8	Stop
76½	13 90	10 40	7 65	**Laissey**	5 26	9 45	1 34	6 25	...
86½	15 70	11 75	8 60	**Baume-les-Dames**	5 48	10 7	2 0	6 46	...
93	16 20	12 60	9 25	**Clerval**	6 16	10 34	2 34	7 12	...
103	18 60	13 95	10 25	**L'Isle-sur-le-Doub**	6 33	10 51	2 53	7 28	...
105½	19 5	14 30	10 45	**Voujaucourt**	6 57	11 17	3 21	7 52	...
110½	19 95	14 95	10 95	**Montbeliard**	7 10	11 30	3 36	8 5	...
116½	21 5	15 80	11 60	**Hericourt**	7 23	11 44	3 52	8 19	...
...	...	...	...	**Belfort**.....arr.	7 40	12 0	4 10	8 35	...
				MULHOUSE.....arr.	9 55	2 10	6 0	10 15	...
					a. m.	p. m.	p. m.	p. m.	

Miles from Paris	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
Dis.	fr. c.	fr. c.	fr. c.		a. m.	a. m.	a. m.	a. m.	p. m.
...	...	...	...	MULHOUSE.....dep.	...	...	7 20	11 50	3 10
						a. m.	a. m.	p. m.	p. m.
—	—	—	—	**Belfort**.....dep.	...	5 25	9 45	2 35	5 5
6½	1 10	0 85	0 60	**Hericourt**	...	5 42	10 2	2 53	5 20
11½	2 0	1 50	1 10	**Montbeliard**	...	5 59	10 18	3 10	5 34
14½	2 60	1 95	1 40	**Voujaucourt**	...	6 7	10 27	3 20	5 43
24	4 35	3 30	2 40	**L'Isle-sur-le-Doub**	...	6 32	10 52	3 44	6 5
30½	5 50	4 10	3 0	**Clerval**	...	6 50	11 13	4 2	6 22
39½	7 15	5 40	3 95	**Boume-les-Dames**	...	7 18	11 40	4 29	6 47
48	8 60	6 45	4 75	**Laissey**	...	7 41	12 2	4 51	7 7
54½	9 85	7 40	5 40	**Roche**	a. m.	8 0	12 21	5 10	7 24
From Besancon.									
4½	0 80	0 60	0 45	**Besancon**.....dep.	6 0	8 34	12 51	5 50	7 49
8	1 45	1 10	0 80	**Francis**	6 12	8 47	1 3	6 2	...
11½	2 0	1 50	1 10	**Dannemarie**	6 22	8 57	1 13	6 12	...
16	2 90	2 20	1 60	**Saint-Vit**	6 32	9 7	1 23	6 22	8 12
19½	3 45	2 60	1 90	**Ranchot**	6 45	9 20	1 36	6 35	8 25
23½	4 25	3 20	2 35	**Orchamps**	6 55	9 30	1 46	6 45	...
28½	5 15	3 85	2 85	**Rochefort**	7 8	9 43	1 59	6 58	...
				Dole.....arr.	7 20	9 55	2 11	7 10	8 51
From Salins.									
5	0 90	0 65	0 50	**Salins**.....dep.	6 0	8 30	12 0	5 45	7 30
8½	1 55	1 20	0 85	**Mouchard**	6 14	8 45	12 25	6 0	7 44
12½	2 25	1 70	1 25	**Aro-Senans**	6 27	8 58	12 48	6 13	7 57
15½	2 80	2 20	1 55	**Chateley**	6 38	9 9	1 9	6 25	8 8
21½	4 50	3 35	2 35	**Montbarry**	6 49	9 20	1 29	6 36	8 29
				Dole.....arr.	7 11	9 44	2 0	7 0	8 41
From Dole.									
31	5 60	4 20	10	**Dole**.....dep.	7 29	10 5	2 20	7 20	9 1
37½	6 70	5 5	70	**Champvans**	7 38	10 14	2 29	7 30	...
				Auxonne.....arr.	7 54	10 30	2 45	7 46	9 23
From Gray.									
3½	0 65	0 56	0 35	**Gray**.....dep.	5 50	9 20	1 25	5 10	8 15
10	1 80	1 35	1 0	**Montoche**	6 0	9 30	1 36	5 28	8 25
13	2 35	1 75	1 30	**Talmay**	6 15	9 47	1 54	5 54	8 42
16	2 90	2 20	1 60	**Pontailler**	6 24	9 57	2 5	6 14	8 51
23	4 15	3 10	2 30	**Lamarche**	6 32	10 6	2 15	6 32	8 59
				Auxonne.....arr.	6 48	10 23	2 34	6 55	9 15
From Besancon.									
42½	7 75	5 80	4 25	**Auxonne**.....dep.	8 1	10 40	2 55	7 56	9 33
45½	8 20	6 15	4 50	**Collonges**	8 16	10 55	3 12	8 11	...
49	8 85	6 65	4 85	**Genlis**	8 25	11 4	3 22	8 20	...
57½	10 30	7 75	5 65	**Magny**	8 35	11 14	3 33	8 30	...
				Dijon.....arr.	8 55	11 32	3 55	8 50	10 18
					a. m.	p. m.	p. m.		p. m.
...	...	...	...	DIJON (page 45).....dep.	9 40	12 7	5 26	...	10 47
					p. m.	p. m.	a. m.		a. m.
...	...	...	...	PARIS (page 45).....arr.	8 40	6 30	4 5	...	5 10

Remarks.—LUGGAGE; 30 Kilogrammes (65 lbs.) allowed to each Passenger free.

LAROCHE to CHENILLY, MONETEAU, and AUXERRE.—Chemin de fer de Lyon.

From LAROCHE to CHENILLY, MONETEAU, and AUXERRE, at 2.10, 7.25 and 11.35 a.m.; 4.30, and 6.30 p.m.
From AUXERRE to MONETEAU, CHENILLY, LAROCHE, and PARIS, at 5.35 and 10.20 a.m.; 2.30, 5.15, and 10.10 p.m.

Terminus,] **PARIS, LYONS AND MARSEILLES.** [Boulevard-Masse
Chemin de fer de Lyon. [21–5

Dist.	FARES. 1st class	2nd class	3rd class	STATIONS.	TRAINS. 1 1,2,3 class	2 1,2,3 class	3 1st Ex.	4 1,2,3 class	5 1st Ex.	6 1,2,3 class	7 1,2,3 class	8 1,2,3 class	9 1,2,3 class	10 1,2,3 class	†11 1st Ex.	12 1st Ex.	†13 1,2,3 class	14 1,2,3 class
Mls.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Paris** .....dep.	...	6 30	7 30	8 0	11 0	11 30	12 45	1 45	3 45	5 45	8 0	8 40	9 5	10 45
2½	0 50	...	0 30	Charenton.....	...	...	...	8 9	...	...	12 53	...	3 53	...	...	...	9 13	...
4½	0 60	...	0 40	Maisons-Alfort	...	...	...	8 15	...	...	1 0	...	3 59	...	...	...	9 19	...
8½	1 70	1 25	0 90	Villeneuve St. Georges ...	...	...	...	8 30	...	11 53	1 15	...	4 13	6 8	...	...	9 34	11 7
11½	2 0	1 50	1 10	Montgeron	...	...	...	8 38	...	12 1	1 23	...	4 22	6 15	...	...	9 41	11 16
13½	2 45	1 85	1 35	**Brunoy** (p. 49)	...	...	...	8 48	...	12 10	1 33	...	4 29	6 24	...	...	9 49	11 23
16½	2 90	2 20	1 60	Combs-la-Ville	...	...	...	8 57	...	12 19	1 42	...	4 38	6 38	...	...	9 58	...
19½	3 45	2 60	1 90	Lieusaint	...	...	...	9 6	...	12 28	1 51	...	4 47	6 42	...	...	10 7	...
22½	4 25	3 20	2 35	Cesson	...	...	...	9 13	...	12 41	2 4	...	5 0	6 55	...	...	10 20	...
28	5 5	3 80	2 75	**Melun**	...	7 36	8 20	9 35	11 50	12 57	2 20	2 51	5 16	7 11	8 56	9 30	10 35	12 1
31½	5 70	4 30	3 15	Bois-le-Roi	...	...	...	9 47	...	1 9	2 32	...	5 28	7 23	...	...	10 47	...
36½	6 60	4 95	3 65	**Fontainebleau**	...	8 0	8 39	10 3	...	1 27	2 45	3 17	5 46	7 41	...	9 49	11 3	12 28
40	7 15	5 40	3 95	Thomery	...	...	...	10 12	...	1 36	Stop	...	5 55	7 50	...	...	11 12	...
42	7 75	5 80	4 25	Moret-St.-Mammes	...	...	...	10 21	...	1 45		...	6 4	7 59	...	...	11 21	...
46½	8 85	6 65	4 85	**Montereau** (p. 56) arr.	a.m.	8 28	9 2	10 37	12 28	2 1		3 45	6 20	8 15	9 28	10 12	11 37	12 56
...	...	...	...	„ (*Buffet*) dep	5 0	9 10	9 5	Stop	12 31	2 11		3 55	Stop	Stop	9 32	10 16	11 47	1 6
56	10 10	7 55	5 55	Villeneuve-la-Guyard ...	5 17	9 27	...		...	2 28		4 12			...	...	12 4	...
62½	11 40	8 55	6 30	Pont-sur-Yonne	5 36	9 46	...		...	2 47		4 31			10 12	10 56	12 22	...
70½	12 65	9 50	6 95	**Sens**	5 56	10 6	9 45		1 11	3 9		4 53			11 6	11 46	12 44	2 11
78½	14 20	10 65	7 80	Villeneuve-sur-Yonne ...	6 18	10 28	...		...	3 33		5 15			...	...	1 6	...
84½	15 10	11 35	8 30	St.-Julien-du-Sault	6 31	10 41	...		...	3 46		5 28			...	...	...	...
91½	16 35	12 25	9 0	**Joigny**	6 49	10 58	10 22		...	4 7		5 48			11 49	...	1 35	3 15
97	17 35	13 0	9 55	**Laroche** (p. 43)	7 7	11 16	10 38		2 0	4 27		6 8			11 6	11 46	1 50	3 37
102½	18 35	13 80	10 10	Brienon	7 21	11 30	...		...	4 42		6 22			...	...	...	...
108	19 40	14 55	10 65	**St.-Florentin**	7 36	11 45	...		...	4 58		6 37			...	...	...	...
115	20 60	15 45	11 35	Flogny	7 54	12 3	...		...	5 16		6 55			...	...	...	...
122	22 5	16 55	12 15	**Tonnerre** (*Buffet*) arr.	8 13	12 22	11 22		2 44	5 35		7 14			11 50	12 30		4 49
...	...	...	...	„ .....dep.	8 21	12 32	11 42		2 54	5 52		7 39			11 58	12 38		5 9
128	22 95	17 20	12 65	Tanlay	8 35	12 46	...		...	6 6		7 53						5 23
131½	23 65	17 70	13 0	Lezinnes	8 46	12 57	...		...	6 17		...						5 34
136½	24 55	18 40	13 50	Ancy-le-Franc.	9 0	1 11	...		...	6 31		...						5 48
140½	25 20	18 90	13 85	**Nuits-sous-Ravier** ...	9 11	1 22	...		...	6 42		...						5 59
145	26 10	19 55	14 35	Aisy	9 25	1 36	...		...	6 56		...						6 14
151½	27 20	20 40	14 95	**Montbard**	9 43	1 54	12 35		3 48	7 16		9 1			12 51	1 31		6 34
160½	28 60	21 60	15 85	Les Laumes	10 10	2 15	...		...	7 38		9 23			...	...		6 58
174	31 25	23 45	17 20	**Verrey**	10 56	2 55	...		...	8 20		...			...	...		7 38
179½	32 25	24 20	17 75	Blaisy-Bas	11 15	3 12	...		4 43	8 39		10 18			1 46	...		7 58
184½	33 15	25 85	18 25	Malain	11 31	3 26	...		...	8 53		...			...	...		8 10
193½	34 70	26 5	19 10	Plombières	12 2	3 54	...		...	9 21		...			...	...		8 39
196½	35 30	26 45	19 40	**Dijon** (*Buffet*) .....arr.	12 12	4 3	2 0		5 17	9 30		a.m.		p.m	2 20	2 56		8 47
...	...	...	...	„ (p. 43) .....dep.	12 22	4 20	2 8		5 42	Stop		5 0		7 45	2 30	3 10		9 7
203½	36 50	27 40	20 10	Gevrey	12 40	4 38	...		...			5 18		8 3	...	...		9 25
207	37 20	27 90	20 45	Vougeot	12 51	4 49	...		...			5 28		8 14	...	...		9 36
210½	37 75	28 30	20 75	**Nuits**	1 0	4 58	...		...	...		5 38		8 23	...	...		9 45
214	38 40	28 80	21 15	Corgoloin	1 11	5 9	...		...	...		5 49		8 34	...	...		9 57
219½	39 40	29 55	21 70	**Beaune**	1 30	5 26	2 51		6 25	...		6 8	12 7	8 53	3 13	3 53		10 15
223½	40 20	30 15	22 10	Meursault	1 43	5 39	...		...	...		6 21	...	9 6	...	...		10 28
229½	41 10	30 85	22 60	Chagny	1 59	5 52	3 10		...	...		6 35	12 30	9 20	3 32	...		10 42
232	41 80	31 35	23 0	Fontaines	2 11	6 4	...		...	...		6 47	...	9 32	...	...		10 54
239	42 90	32 15	23 60	**Chalons-s-Saone** ar.	2 26	6 21	...		...	...		7 5	12 58	9 50	...	...		11 11
...	...	...	...	„ „ dep.	2 31	6 25	...		...	...		7 15	1 3	Stop	...	...		11 15
...	...	...	...	Chalon St. Come.....	...	...	3 33		7 3	...		...	...		...	4 32		...
243½	4. 80	32 85	24 10	Varennes	2 50	6 44	...		...	...		7 34	...		...	...		11 34
255	45 80	34 35	25 20	Tournus	3 22	7 39	4 5		7 31	...		8 6	1 48		4 28	5 4		12 5
263½	47 40	35 55	26 5	Fleurville	3 44	8 1	...		...	...		8 28	...		...	...		12 27
275	49 40	37 5	27 15	**Macon** (page 50)...arr.	4 12	8 29	4 40		8 9	a..m		8 56	2 32	p.m.	...	5 8	5 39	12 55
...	...	...	...	„ .....dep.	5 1	8 37	4 50		8 13	6 45		9 5	2 44	3 0	...	5 11	5 47	1 0
279½	50 20	37 65	27 60	Crechos	5 13	8 49	...		...	6 57		9 17	...	3 12	...	...	...	...
281½	50 60	37 95	27 85	Pontanevaux	5 21	8 57	...		...	7 5		9 25	...	3 20	...	...	...	1 17
284½	51 5	38 30	28 10	Romanesche	5 30	9 6	...		...	7 14		9 34	...	3 29	...	...	...	1 26
289½	51 95	39 0	28 60	**Belleville**	5 44	9 20	5 17		...	7 28		9 48	3 20	3 43	...	6 14	...	1 40
292½	52 55	39 40	28 90	Saint Georges	5 54	9 30	...	a.m.	...	7 38		9 58	...	3 53	p.m.	...	p.m.	...
298	53 55	40 15	29 45	**Villefranche**	6 12	9 48	5 38	c 45	8 56	7 57		10 17	3 46	4 12	8 0	5 55	6 35	*9 10
302½	54 0	40 50	29 70	Anse	6 22	9 57	...	6 54	...	8 6		10 26	...	4 21	8 9	...	...	9 19
303½	54 55	40 90	30 0	Trevoux	6 32	10 6	...	7 3	...	8 15		10 35	...	4 30	8 18	...	...	9 28
306½	55 10	41 35	30 30	Saint-Germain.....	6 42	...	...	7 13	...	8 25		10 45	...	4 40	8 28	...	...	9 38
308½	55 45	41 55	30 50	Neuville.....	6 50	10 20	...	7 20	...	8 32		10 52	...	4 47	8 36	...	...	9 45
310	55 65	41 75	30 60	Couzon	6 57	...	...	7 27	...	8 39		10 59	...	4 54	8 43	...	...	9 52
311½	56 0	42 0	30 80	Collonges	7 5	...	...	7 34	...	8 46		11 6	...	5 1	8 51	...	...	9 59
319	56 80	42 60	31 25	**Lyons** (Vaise) .....arr.	7 19	10 39	6 10	7 48	9 28	9 0		11 20	4 28	5 15	9 5	6 37	7 7	10 15
...	...	...	...	„ (p. 46.)„ .....dep.	7 24	10 44	6 14	7 53	9 32	9 5		11 25	4 38	5 20	9 10	6 32	7 12	10 20
...	57 35	43 0	31 55	„ (Perrache) ...arr.	7 35	10 55	6 25	8 5	9 42	9 15		11 35	4 50	5 30	9 20	6 42	7 22	10 30
...	...	...	...	„ „ .....dep	8 0	...	...	...	10 30	...		12 0	5 20	...	...	7 30	...	...
44	66 0	72 0	52 80	**Marseilles** (p. 46.)arr.	8 6	...	...	...	6 35	...		...	6 30	...	...	3 15	...	...

Extra Trains.—From Paris to Fontainebleau, 9.15 a.m. & 4.45 p.m.; on Sundays, 9 a.m. Also from Paris to Brunoy on Sundays, 10.15 and 11.45 a.m., and 6.45 p.m.

Conveyance of Carriages.—Paris to Lyons, two or four-wheeled, one seat inside, 56 c. per kilom.; four-wheeled, two seats inside, 71 c. per kilom.

Remarks.—Neither horses nor carriages are taken by the express trains.

‡ Will not issue Tickets for Charenton and Maisons-Alfort.

† Will only take Passengers for the Geneva Mediterranean, and Belfort lines.

* On Sundays only.

MARSEILLES, LYONS AND PARIS.—Chemin de fer de Lyon. [21-5

Miles.	FARES. FROM LYONS. 1st class	2nd class	3rd class	STATIONS.	TRAINS. 1 1,2,3 class	2 1,2,3 class	3 1,2,3 class	4 1st Ex.	5 1,2,3 class	6 Ex. 1st	7 1,2,3 class	8 1,2,3 class	9 1,2,3 class	10 1,2,3 class	*11 1st Ex.	†12 1st Ex.	13 1,2,3 class	14 1,2,3 class
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	a.m.
...	...	...	...	**Marseilles** (p. 47.) dep.	...	...	...	10 30	...	...	9 15	...	...	...	...	10 0	...	7 40
...	...	...	...	**Lyons** (Perrache) ...arr.	...	...	...	7 0	...	...	9 25	...	...	...	...	6 5	...	8 16
...	...	...	...	,, ,, dep.	...	...	6 20	7 40	8 45	10 10	10 30	12 15	3 30	5 10	6 25	6 55	7 30	9 50
2½	0 65	0 50	0 35	,, (Vaise) arr.	...	...	6 28	7 48	8 53	10 18	10 38	12 23	3 28	5 18	6 33	7 3	7 36	8 58
—	—	—	—	,, ,, dep.	...	...	6 33	7 53	9 0	10 23	10 48	12 30	3 35	5 26	6 40	7 13	7 45	9 6
7½	1 35	1 0	0 75	Collonges	...	...	6 48	...	9 15	...	...	12 45	3 50	5 41	...	...	8 0	...
9½	1 70	1 25	0 90	Couzon	...	...	6 55	...	9 22	...	...	12 52	3 57	5 48	...	...	8 7	...
11½	2 0	1 50	1 10	Neuville	...	...	7 2	...	9 29	...	11 6	12 59	4 4	5 56	...	...	8 14	...
13	2 35	1 75	1 30	Saint-Germain	...	...	7 9	...	9 36	...	...	1 6	4 11	6 3	...	...	8 21	...
16½	2 90	2 20	1 60	Trevoux	...	...	7 19	...	9 46	...	...	1 16	4 21	6 13	...	...	8 31	...
18½	3 35	2 50	1 85	Anse	...	...	7 28	...	9 55	...	...	1 25	4 30	6 22	...	...	8 40	...
21½	3 80	2 85	2 10	**Villefranche**	...	...	7 39	8 28	10 8	10 58	11 36	1 38	4 43	6 30	7 15	7 51	8 53	9 52
26½	4 80	3 60	2 65	Saint George	...	...	7 54	...	10 23	...	...	1 53	4 58	Stop	...	...	9 8	...
30½	6 50	4 10	3 0	**Belleville**	...	...	8 5	...	10 34	11 18	12 0	2 4	5 9		...	8 11	9 19	10 15
34½	6 75	4 70	3 45	Romanesche	...	...	8 18	...	10 47	...	12 13	2 17	5 29		...	...	9 32	...
38	6 85	5 10	3 75	Pontanovaux	...	...	8 27	...	10 56	...	...	2 26	5 31	...	...	...	9 41	...
40½	7 30	5 45	4 0	Creches	...	...	8 35	...	11 4	...	...	2 34	5 39	...	...	...	9 49	...
45	8 5	6 5	4 45	**Macon** (p. 50) ...arr.	...	a.m.	8 46	9 9	11 15	11 44	12 35	2 45	5 50	...	7 56	8 39	10 0	10 47
...	...	...	...	,, ...dep.	...	5 20	9 24	9 17	Stop	11 54	12 45	Stop	5 58	...	8 4	8 45	Stop	10 57
55½	9 95	7 50	5 50	Fleurville	...	5 49	9 51	...		...	1 14		6 27	...	...	...		11 23
65	11 65	8 75	6 40	Tournus	...	6 14	10 12	9 53		12 31	1 38		6 53	...	8 42	9 26		11 49
...	...	...	...	Varennes	...	6 43	10 39	...		...	2 7	...	7 22	...	...	...		...
81½	14 55	10 90	8 0	Chalon-St.-Come	...	...	...	10 26		1 3	...	...	...	...	9 18	10 1		...
...	...	...	...	**Chalons-s-Saone** arr.	7 1	10 56	...			...	½ 25	...	7 40	p.m.	...	...		12 31
...	...	...	...	,, ,, dep.	7 10	11 0	...			...	2 42	...	7 45	5 15	...	...		12 36
86½	15 55	11 70	8 55	Fontaines	7 28	11 18	...			...	3 0	...	8 5	5 34	...	...		...
91½	16 35	12 25	9 0	Chagny	7 43	11 29	...			1 24	3 14	...	8 18	5 47	9 36	...		1 4
95½	17 15	12 85	9 40	Meursault	7 56	11 41	...			...	3 27	...	8 31	6 0	...	...		...
100½	18 5	13 50	9 90	**Beaune**	8 12	11 54	11 2			1 44	3 44		8 47	6 17	9 57	10 41		1 31
105½	18 95	14 20	10 40	Cergoloin	8 27	12 7	...			...	3 59		9 2	6 32	...	...		...
109½	19 60	14 70	10 80	Nuits	8 39	12 17	...			...	4 10		9 13	6 43	...	...		...
112½	20 15	15 10	11 10	Vougeot	8 48	12 26	...			...	4 19		9 22	6 52	...	...		...
116½	20 85	15 60	11 45	Gevrey	8 59	12 37	...			...	4 30		9 33	7 3	...	...		...
123	22 5	16 55	12 15	**Dijon** (p. 43) ...arr.	9 17	12 52	11 42			2 24	4 47		9 50	7 20	10 37	...		...
...	...	...	...	,, (*Buffet*) ...dep.	6 20	9 40	1 2	12 7		2 34	5 26				10 47	11 24		2 22
126½	22 60	16 95	12 45	Plombieres	6 30	9 51	1 12	...		...	5 36		Stop	Stop	...	11 34		2 38
135½	24 30	18 25	13 35	Malain	6 58	10 22	1 40	...		...	6 4				...	...		...
139½	25 10	18 80	13 80	Blaisy-Bas	7 13	10 38	1 54	12 42		...	6 20		...	...	11 22	...		...
145½	26 10	19 55	14 35	**Verrey**	7 30	10 57	2 11	...		...	6 39		...	...	...	...		...
152½	28 55	21 40	15 70	Les Laumes	8 13	11 42	2 51	...		...	7 21		...	...	...	...		...
167½	30 15	22 60	16 55	**Montbard**	8 38	12 8	3 14	1 40		4 2	7 47		...	...	12 20	1 5		4 35
174	31 25	23 45	17 20	Aisy	8 54	12 26	3 30	...		...	8 6		...	...	...	...		4 51
179	32 15	24 10	17 70	**Nuits-sous-Ravier**	9 9	12 43	3 44	...		...	8 22		...	...	...	...		5 5
182½	32 80	24 60	18 5	Ancy-le-Franc	9 20	12 55	3 55	...		...	8 35		...	...	...	...		5 16
188½	33 80	25 35	18 60	Lezinnes	9 34	1 11	4 9	...		...	8 51		...	...	...	...		5 32
192	34 50	25 85	18 95	Tanlay	9 45	1 23	4 20	...		...	9 4		...	...	...	...		5 43
197	35 40	26 55	19 45	**Tonnerre** ...arr.	9 58	1 37	4 33	2 30		4 52	9 18		...	...	1 16	2 5		5 58
...	...	...	...	,, (*Buffet*) dep.	10 22	1 50	5 17	2 40		5 12	9 38		...	...	...	...		6 19
204½	36 75	27 55	20 20	Flogny	10 42	2 10	5 37	...		...	10 0		...	...	...	...		6 30
211½	37 95	28 50	20 90	**St. Florentin**	11 0	2 28	5 55	...		...	10 21		...	...	...	...		6 46
217	39 0	29 25	21 45	Brienon	11 15	2 43	6 10	...		...	10 38		a.m.	...	...	...		7 2
222	40 0	30 0	22 0	**Laroche** (page 43)	11 33	3 36	6 26	3 27		5 59	11 3	...	6 15	...	2 4	2 57		7 23
228½	41 0	30 75	22 55	**Joigny**	11 52	3 54	6 43	...		6 14	11 24	...	6 34	...	2 18	...		7 42
235	42 20	31 65	23 20	St.-Julien-du-Sault	12 9	4 11	7 0	...		...	...	...	6 51	...	...	...		...
240	43 10	32 35	23 70	Villeneuve-sur-Yonne	12 23	4 24	7 13	...		...	11 55	...	7 4	...	...	...		...
248½	44 70	33 50	24 60	**Sens**	12 49	4 49	7 38	4 14		6 53	12 23	...	7 30	...	2 57	3 50		8 32
256	45 90	34 45	25 25	Pont-sur-Yonne	1 7	5 7	7 56	...		...	12 43	...	7 48	...	...	...		...
263½	47 40	35 55	26 5	Villeneuve-la-Guyard	1 26	5 26	8 15	...		...	1 4	...	8 7	...	...	...		...
270	48 50	36 35	26 65	**Montereau** (p. 56) arr.	1 42	5 42	8 31	4 51		7 30	1 22	a.m.	8 23	p.m.	3 34	4 30		9 19
...	...	...	...	,, (*Buffet*) dep.	1 50	6 5	8 36	4 59		7 34	1 36	6 25	8 33	12 20	3 39	4 34		9 40
277	49 75	37 30	27 35	Moret-St.-Mammes	2 7	6 22	8 53	...		...	...	6 42	8 50	12 38	...	...		...
279½	50 20	37 65	27 60	Thomery	2 16	6 31	9 2	...		...	...	6 51	8 59	12 47	...	...	p.m.	...
282½	50 75	38 5	27 90	**Fontainebleau**	2 27	6 44	9 13	...		6 0	7 59	2 19	7 3	9 10	12 58	...	4 59	8 20
287½	51 65	38 70	28 40	Bois-le-Roi	2 41	6 58	...	...		6 14	...	...	7 17	9 24	1 12	...	...	8 34
292	52 40	39 30	28 85	**Melun**	2 56	7 14	9 39	5 40		6 30	8 20	2 53	7 32	9 40	1 28	4 20	5 21	8 50
295½	53 10	39 80	29 20	Cesson	3 8	7 26	...	...		6 42	...	...	7 44	9 52	1 40	...	...	9 2
300	53 85	40 40	29 65	Lieusaint	3 21	7 39	...	...		6 55	...	3 15	7 57	10 5	1 53	...	...	9 15
303½	54 45	40 80	29 95	Combs-la-Ville	3 30	7 48	...	...		7 4	...	...	8 6	10 14	2 2	...	...	9 24
306½	55 0	41 25	30 25	**Brunoy** (page 49)	3 40	7 58	10 13	...		7 14	...	3 30	8 15	10 24	2 13	...	...	9 30
308	55 35	41 50	30 45	Montgeron	3 48	8 6	...	...		7 22	...	...	8 23	10 32	2 22	...	...	9 48
310	56 65	41 75	30 60	Villeneuve St Georgis	3 55	8 14	...	...		7 29	...	...	8 30	10 40	2 30	...	...	9 49
315½	56 65	42 50	31 15	Maison-Alfort	...	...	...	...		7 43	...	...	8 44	...	2 44	...	...	...
317	56 90	42 65	31 30	Charenton	...	8 31	...	...		7 49	...	...	8 50	...	2 50	...	...	...
319½	57 35	43 0	31 55	**Paris** ...arr.	4 20	8 40	10 45	6 30	8 0	9 10	4 5	9 0	11 5	2 0	5 10	6 15	10 15	11 45

* This Train only takes passengers from Lyons to Paris, & those coming from the Besançon and Auxerre branches.

Extra Trains.—From Lyons to Villefranche at 9.15 p.m., on Sundays at 1.15 p.m.; from Fontainebleau at 3.30 p.m. on Sundays at 9 p.m. [See Column 13.

† Train 12 will not book passengers for Paris on its departure from Lyons.

Remarks.—The Express Trains take neither horses nor carriages.

Extra Trains.—From Brunoy to Paris, on Sundays, at 11.30 a.m., and 12.50 and 9 p.m.

PARIS, LYONS, ST. RAMBERT, VALENCE, AVIGNON, ROGNAC, AIX, and MARSEILLES.
—Chemin de fer de Lyon a la Mediterranee.

Dis.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	Ex.	1,2,3	Ex.	
					a m.	a.m	noon	p. m.	a. m	a.m.	p m.	p m.	p m.
...	...	...	...	**Paris** (p 44) dep.	...	...	...	...	...	11 0	1 45	8 0	10 45
...	...	...	...	**Lyons** (p. 44) arr.	...	...	...	...	...	9 47	4 44	6 45	3 20
							noon	p m	a m.	p.m.	a m	a.m.	p. m
—	—	—	—	**Lyons** (Perrach) d.	...	...	12 0	8 0	10 20	10 30	5 30	7 30	4 0
4½	0 65	0 50	0 35	Saint Fons	...	...	12 14	8 14	10 34	...	5 44	...	4 14
6½	1 10	0 85	0 60	Feysin	...	...	12 25	8 25	10 45	...	5 55	...	4 25
9½	1 70	1 25	0 90	Serezin.....	...	...	12 36	8 36	10 56	...	6 6	...	4 36
12½	2 25	1 70	1 25	**Chasse** (page 47)	...	...	12 47	8 47	11 7	...	6 17	...	4 47
17	3 15	2 35	1 70	Estressin	...	...	1 2	9 2	11 22	...	6 32	...	5 2
19½	3 45	2 60	1 90	**Vienne** .....arr.	...	...	1 9	9 9	11 29	11 8	6 39	8 8	5 9
...	...	...	...	,, ...dep.	...	...	1 14	9 14	11 34	11 11	6 44	8 9	5 14
22½	4 5	3 0	2 20	Vaugris	...	...	1 25	...	11 45	...	6 55	...	5 25
26½	4 80	3 60	2 65	Les Roches de Cond	...	...	1 38	9 34	11 58	...	7 8	...	5 38
32½	5 80	4 35	3 20	Le Peage de Rouse	...	...	1 54	9 39	12 14	...	7 24	...	5 54
...	6 25	4 70	3 45	Salise	...	...	2 3	...	12 23	...	7 33	...	6 3
37½	6 70	5 5	3 70	**St. Rambert** arr.	...	...	2 12	10 3	12 32	11 44	7 42	8 40	6 12
...	...	...	...	,, *(p. 49) dep.	...	...	2 17	10 7	12 37	11 48	7 47	8 43	6 17
41½	7 40	5 55	4 5	Andancette.....	...	...	2 29	10 19	12 49	...	7 59	...	6 29
45½	8 20	6 15	4 50	Saint-Vallier	...	...	2 42	10 32	1 2	...	8 12	...	6 42
49½	8 85	6 65	4 85	Serves	...	...	2 54	...	1 14	...	8 24	...	6 54
54½	9 75	7 30	5 35	**Tain**	...	...	3 10	10 57	1 30	12 20	8 40	9 12	7 10
59½	10 75	8 5	5 90	La Roche de Glun	...	...	3 27	...	1 47	...	8 57	...	7 27
65½	11 75	8 80	6 45	**Valence**.....arr.	...	a m.	3 42	11 24	2 2	12 43	9 12	9 34	7 42
...	...	...	...	.....dep.	...	Stop	6 0	11 35	2 12	12 53	9 50	9 39	7 49
71½	12 90	9 65	7 10	Etoile	...		6 17	...	2 29	...	10 7	...	8 6
76½	13 80	10 35	7 60	Livron	...		6 31	...	2 43	...	10 21	...	8 20
79½	14 10	10 60	7 75	Loriol	...	...	6 41	...	12 8	2 53	1 20	10 31	10 3	8 30
83.	14 90	11 15	8 20	Sauze	...	...	6 54	...	...	3 6	...	10 44	...	8 43
86½	15 55	11 70	8 55	La Coucourde	...	...	7 6	...	...	3 18	...	10 56	...	8 55
93½	16 80	12 60	9 25	**Montelimar** arr.	...	...	7 23	...	12 43	3 35	1 49	11 13	10 29	9 12
...	...	...	...	,, dep.	...	...	7 28	...	12 53	3 40	1 54	11 18	10 32	Stop
99½	17 80	13 35	9 80	Chateaunouf	...	...	7 44	...	...	3 56	...	11 34	...	
103½	18 25	13 70	10 5	Donzere	...	...	7 55	...	...	4 7	...	11 45	...	
106½	19 15	14 35	10 55	Pierrelatte	...	...	8 9	...	1 27	4 20	...	11 59	...	...
111½	20 5	15 5	11 5	La Palud	...	...	8 23	...	...	4 35	...	12 13	...	...
114½	20 50	15 35	11 25	La Croisière	...	...	8 32	...	1 48	4 44	2 33	12 22	11 7	...
118½	20 85	15 60	11 45	Mondragon.....	...	...	8 41	...	...	4 53	...	12 31	...	...
119½	21 40	16 5	11 75	Mornas.....	...	...	8 52	...	...	5 4	...	12 42	...	...
121	21 75	16 30	11 95	Piolenc.....	a.m.	...	9 0	...	...	5 12	...	12 50	...	...
125½	22 50	16 90	12 40	**Orange**.....	6 0	...	9 11	...	2 25	5 29	3 2	1 12	11 34	...
131½	23 50	17 65	12 95	Courtheson	6 14	...	9 32	...	...	5 44	...	1 27	...	...
134½	24 10	18 5	13 25	Bedarrides	6 26	...	9 43	...	...	5 55	...	1 38	...	...
137½	24 65	18 50	13 55	Sorgues	6 35	...	9 52	...	...	6 4	...	1 47	...	...
140½	25 10	18 80	13 80	Le Pontet	6 44	...	10 1	...	...	6 13	...	1 56	...	...
143½	25 75	19 30	14 15	**Avignon** .....arr	6 55	...	10 12	...	3 5	6 24	3 35	2 7	12 5	...
...	...	...	...	,, ...dep.	7 0	...	10 17	...	4 0	6 44	3 40	2 25	12 30	...
147½	26 45	19 80	14 56	Barbentane.....	7 12	...	...	...	...	6 56	...	2 37	...	...
151½	27 10	20 35	14 90	Graveson.....	7 24	...	...	...	...	7 8	...	2 49	...	...
156½	28 10	21 10	15 45	**Tarascon**.....arr.	7 39	10 47	...	...	4 32	7 23	4 0	3 4	12 56	...
...	...	...	...	,, (p. 45) dep.	7 49	10 57	...	...	4 47	7 33	4 11	3 14	1 1	...
160½	28 ...	21 60	15 85	Ségonnaux	8 1	...	...	...	...	...	...	3 26	...	...
165½	29 75	22 25	16 30	**Arles**	8 19	11 22	...	...	5 20	8 3	4 39	3 44	1 24	...
170	30 60	22 95	16 80	Raphele	8 33	...	...	...	5 34	...	...	3 58	...	...
175½	31 45	23 60	17 30	Saint Martin	8 49	...	...	...	5 50	...	...	4 14	...	...
180½	32 30	24 60	18 5	Entressen	9 9	...	...	...	6 10	...	...	4 34	...	...
185½	33 40	25 5	18 35	Miramas	9 25	12 12	...	...	6 25	8 52	5 20	4 49	2 8	...
189	33 95	25 45	18 65	**Saint-Chamas**...	9 35	12 21	...	...	6 35	9 1	...	4 59	...	...
197½	35 50	26 65	19 55	Berre.....	9 56	...	...	...	6 56	...	...	5 20	...	...
201	36 20	27 15	19 90	**Rognac**.....arr.	10 7	12 49	...	...	7 7	9 29	5 51	5 31	2 33	...
						a m	p.m.			a.m.		p.m	p.m.	p.m.
	—	—	—	— **Rognac** dep.	...	10 20	2 40	...	...	7 30	...	4 55	1 10	10 10
4½	...	...	...	Va Laux.....	...	10 34	2 54	...	...	7 48	...	5 9	1 24	10 24
7½	...	...	...	Roquefavour...	...	10 46	3 15	...	...	8 0	...	5 21	1 40	10 36
11½	...	...	...	Les Milles	...	10 59	3 33	...	...	8 13	...	5 34	1 53	10 49
16	2 35	2 45	1 80	**Aix** .....arr.	...	11 15	3 45	...	...	8 30	...	5 51	2 10	11 5
					a.m.	p.m.	...		a m.	a.m	a.m.	p.m.	p m.	
	...	...	...	**Rognac** .....dep.	10 11	12 54	...		7 12	9 32	5 54	5 35	2 36	...
5½	26 60	17 45	20 15	Vitrolles	10 19	...	...		...	...	...	5 44	...	...
9½	27 20	17 90	20 45	Pas-des-Lanciers...	10 29	...	...		7 30	...	...	5 54	...	...
13½	28 10	18 55	20 93	L'Estaque	10 43	...	...		7 44	...	...	6 8	...	...
16½	29 20	19 40	21 55	**Marseilles** ..arr.	11 5	1 40	...		8 6	10 17	6 35	6 30	3 15	...

N.B.—Return Tickets are issued at Marseilles for all the Stations.

MARSEILLES and L'ESTAQUE.—(Extra Service.)—Chemin de fer de Lyon a la Mediterranee.

Dis.	Fares. 1st class fr. c.	2nd class fr. c.	3rd class fr. c.	Stations.	Trains. a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
				PARIS (page 36) dep.	6 0	8 30	2 0	6 0	8 30	
				LYONS (page 38)	6 6	8 35	2 5	6 5	8 35	
				AVIGNON (p. 38)	6 6	8 38	2 8	6 8	8 38	
				Marseilles .....dep.	6 6	8 38	2 8	6 8	8 38	
				Barthelemy	6 9	8 41	2 11	6 11	8 41	
				Le Canet	6 15	8 45	2 15	6 15	8 45	
				St. Joseph	6 20	8 50	2 20	6 20	8 50	
				Les Aygalades	6 25	8 55	2 25	6 25	8 55	
				Mon St. André	6 30	9 0	2 30	6 30	9 0	
				Mon St. Henry	6 35	9 5	2 35	6 35	9 5	
				L'Estaque .....dep.	6 45	9 15	2 45	6 45	9 15	
				Mon St. Henry	6 50	9 20	2 50	6 50	9 20	
				Mon St. André	6 55	9 25	2 55	6 55	9 25	
				Les Aygalades	7 0	9 30	3 0	7 0	9 30	
				St. Joseph	7 5	9 34	3 5	7 5	9 34	
				Le Canet	7 10	9 37	3 20	7 15	9 37	
				St. Barthelemy	7 25	9 40	3 25	7 20	9 40	
				Marseilles .....arr.	7 30	9 45	3 30	7 25	9 45	
					a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
				Trains.						
				Stations.						
				PARIS (page 36)						
				LYONS (page 38)						
				AVIGNON (p. 38)						
				Marseilles .....dep.						
				Barthelemy						
				Le Canet						
				St. Joseph						
				Les Aygalades						
				Mon St. André						
				Mon St. Henry						
				L'Estaque .....arr.						
Dis.	1st class fr. c.	2nd class fr. c.	3rd class fr. c.	Stations.						

Regulations.—Travellers must be at the Stations at least 10 minutes before the hours indicated. Luggage.—30 kilogrammes, (66 lbs.) are allowed *free* of charge. Luggage must be at the Station to be registered at least 15 minutes before the departure. The Administration is not responsible for unregistered luggage, nor for that not claimed on arrival. Carriages are not taken by the Express Trains. LYONS to ST. ETIENNE & ROANNE, see page 33.

MARSEILLES, AIX, ROGNAC, AVIGNON, VALENCE, ST. RAMBERT, LYONS, and PARIS.—Chemin de fer de Lyon a la Mediterranee.

Dist.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,	1,2,3	1,2,3	1,2,3	Ex.	1,2,3	1,2,3	1,2,3	Ex.
Dis	fr. c.	fr. c.	fr. c.		a.m	a.m.	a m.	a m.	a m.	a m.	p m.	p m	p.m.	p.m
—	—	—	—	**Marseilles** ...dep	...	...	7 40	6 30	9 30	10 0	12 10	4 0	9 15	10 30
6¾	1 25	0 90	0 70	L'Estaque	...	...	...	6 48	...	...	12 29	4 18	9 33	...
11½	2 15	1 60	1 15	Pas-des-Lanciers ...	...	...	...	7 3	...	...	12 43	4 33	9 48	...
15	2 70	2 0	1 50	Vitrolles	...	...	...	7 12	...	...	...	4 42	...	...
17½	3 15	2 35	1 70	**Rognac** .....arr.	...	...	8 15	7 19	10 10	10 31	12 56	4 49	10 1	11 2
	Fro	m A	ix.					a.m.	p.m	a m.	a m.	p m	p.m.	p.m.
	—	—	—	— **Aix** .....dep	...	...	...	5 55	4 10	8 40	11 35	2 45	8 15	...
	...	...	...	4½ Les Milles	...	...	...	6 15	4 30	9 0	11 55	...	8 35	...
	...	...	...	8½ Roquefavour ...	...	...	...	6 29	4 44	9 14	12 9	3 14	8 49	...
	...	...	...	11½ Velaux	...	...	...	6 42	5 10	9 27	12 22	...	9 2	...
	...	...	...	16 **Rognac** ...arr.	...	...	...	6 58	5 26	9 43	12 38	3 36	9 18	...
								a m.	a.m.		a m	p m	p.m.	p. m.	p.m.
...	...	...	...	**Rognac**.....dep.	...	...	8 18	7 22	...	10 34	12 59	4 52	10 4	11 5
21½	3 80	2 85	2 10	Berre.....	...	...	...	7 34	...	...	1 11	5 4	...	...
30	5 40	4 5	2 85	**Saint Chamas** ...	...	...	8 49	7 58	...	...	1 35	5 28	10 37	...
33	5 95	4 45	3 25	Miramas	...	...	9 6	8 16	...	11 11	1 53	5 46	10 55	11 42
36½	6 50	4 85	3 55	Entressen	...	...	...	8 27	...	...	2 4	5 57	...	...
43½	7 85	5 90	4 30	Saint Martin	...	...	...	3 47	...	...	2 24	6 17	...	...
48½	8 75	6 55	4 80	Raphèle	...	a m.	...	9 1	...	...	2 38	6 31	...	...
53½	9 65	7 20	5 30	**Arles**	...	7 0	9 58	9 15	...	11 50	2 57	6 50	11 53	12 26
58½	10 55	7 90	5 80	Ségonnaux	...	7 15	10 13	Stop	...	...	3 12	7 5	...	...
62½	11 20	8 40	6 15	**Tarascon** .....arr.	...	7 26	10 24		...	12 5	3 23	7 16	12 15	12 45
...	...	...	...	,, (page 49)dep.	...	7 31	10 44		...	12 13	3 33	7 26	1 15	12 55
68	12 20	9 15	6 70	Graveson	...	7 47	11 0	...	...	...	3 49	7 42	...	...
71½	12 90	9 65	7 10	Barbentane.....	...	8 0	11 13	...	...	...	4 2	7 55	...	...
75½	13 55	10 15	7 45	**Avignon** .....arr.	...	8 11	11 24	...	...	12 39	4 13	8 6	1 47	1 22
...	...	...	...	,, ...dep.	...	8 16	11 29	...	...	12 59	4 32	8 11	1 57	1 27
79½	14 20	10 65	7 80	Le Pontet	...	8 28	11 41	...	...	...	4 44	8 23	...	...
81½	14 65	11 0	8 5	Sorgues	...	8 38	11 51	...	...	...	4 54	8 33	...	...
84½	15 10	11 35	8 30	Bedarrides	...	8 47	12 0	...	...	...	5 3	8 42	...	...
86½	15 80	11 85	8 70	Courthezon	...	8 58	12 11	...	...	...	5 14	8 53	...	...
93½	16 70	12 50	9 20	**Orange** .....arr.	...	9 17	12 30	...	...	1 35	5 33	9 7	2 42	2 6
97½	17 45	13 10	9 60	Piolenc	...	9 30	12 43	...	...	...	5 46	Stop	...	...
99½	17 80	13 35	9 80	Mornas.....	...	9 38	12 51	...	...	...	5 54		...	...
103	18 50	13 85	10 15	Mondragon.....	...	9 49	1 2	...	...	...	6 5		...	...
105	18 80	14 10	10 35	La Choisière	...	9 58	1 11	...	...	2 0	6 14	...	3 12	2 33
107½	19 25	14 45	10 60	La Palud.....	...	10 7	1 20	...	...	...	6 23	...	...	...
112½	20 15	15 10	11 10	Pierrelatte	...	10 23	1 36	...	...	...	6 39	...	3 33	...
117½	21 5	15 80	11 60	Donzere	...	10 38	1 51	...	...	...	6 54	...	...	...
119½	21 50	16 15	11 85	Chateauneuf	...	10 49	2 2	...	...	...	7 5	...	...	...
125½	22 50	16 90	12 40	**Montelimar**..arr.	a.m	11 4	2 17	...	...	2 37	7 20	...	4 5	3 12
...	...	...	...	...dep.	6 0	11 9	2 47	...	...	2 42	7 25	...	4 15	3 22
132½	23 75	17 80	13 5	La Coucourde.....	6 19	11 28	3 6	...	...	...	7 44	...	...	...
136½	24 40	18 30	13 45	Saulce	6 31	11 40	3 18	...	...	...	7 56	...	...	...
140½	25 20	18 90	13 85	Loriol	6 46	11 55	3 33	...	...	3 12	8 11	...	4 52	3 54
142½	25 55	19 15	14 5	Livron	6 54	12 3	3 41	...	...	...	8 19	...	...	...
147½	26 45	19 80	14 55	Etoile	7 9	12 18	3 56	...	...	...	8 34	...	...	...
153½	27 55	20 65	15 15	**Valence**.....arr.	7 25	12 34	4 12	...	p m	3 27	8 50	...	5 23	4 20
...	...	...	...	,, ...dep.	7 35	12 41	4 20	...	7 0	3 42	Stop	...	5 33	4 30
156½	28 45	21 35	16 65	La Roche de Glun....	7 51	12 57	4 36	...	7 16	...		...	...	...
164½	29 55	22 20	16 25	**Tain**	8 10	1 16	4 54	...	7 35	4 7		...	6 3	4 56
169½	30 45	22 85	16 75	Sevres	8 25	1 31	5 9	...	7 50	...	...	...	6 18	...
173½	31 15	23 35	17 10	Saint-Vallier	8 37	1 43	5 21	...	8 2	...	...	...	6 30	...
177	31 90	23 85	17 50	Andancette.....	8 50	1 56	5 34	...	8 15	...	...	...	6 43	...
181½	32 60	24 45	17 95	**St. Rambert** arr.	9 2	2 8	5 46	...	8 27	4 37	...	...	6 55	5 28
...	...	...	...	,, (page 49) dep.	9 7	2 12	5 51	...	8 40	4 42	...	...	7 0	5 31
...	33 5	24 80	18 15	Salaise	9 16	2 21	6 0	...	8 49	...	...	...	7 9	...
186½	33 50	25 10	18 40	Le Peage de Rousa	9 25	2 30	6 9	...	8 58	...	...	...	7 18	...
192	34 50	25 85	18 95	Les Roches de Cond	9 41	2 46	6 25	...	9 14	...	...	...	7 34	...
196½	35 30	26 45	19 40	Vaugris	9 54	2 59	6 38	...	...	...	...	...	7 47	...
199½	35 85	26 90	19 70	**Vienne** .....arr.	10 5	3 10	6 49	...	9 34	5 15	...	...	7 58	6 7
...	...	...	...	,, ...dep.	10 10	3 15	6 57	...	9 40	5 20	...	...	8 8	6 12
200½	36 5	27 5	19 85	Estressin	10 18	3 23	7 8	...	...	...	...	...	8 16	...
205½	37 5	27 80	20 40	**Chasse** (page 47)	10 33	3 38	7 18	...	...	...	...	...	8 31	...
209½	37 65	28 20	20 70	Serezin.....	10 45	3 50	7 30	...	...	...	...	...	8 43	...
212½	38 20	28 65	21 0	Feysin	10 56	4 1	7 41	...	...	...	...	...	8 54	...
215½	38 75	29 5	21 30	Saint Fons	11 7	4 12	7 52	...	...	...	...	...	9 5	...
218½	39 20	29 40	21 55	**Lyons**(Perrach) a.	11 25	4 30	8 10	...	10 35	6 5	...	...	9 25	7 0
							p m.			p.m.			a.m.	a. m.
...	...	...	...	**Lyons** (p. 45) dep.	12 15	...	8 50	...	...	6 55	...	...	10 30	7 40
...	...	...	...	**Paris** (p. 45) arr.	...	...	11 45	...	...	6 15	a m.	...	4 5	6 30

Remarks.—LUGGAGE: 30 kilogrammes (65 lbs.) are allowed *free* of charge.

GIVORS AND VIENNE.

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	Ex. class
	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.	p.m.	p.m.
				Givors .....dep.	7 10	9 25	1 5	3 40	6 40
				Chasse.....	7 18	9 33	1 13	3 48	6 48
				Estressin	7 23	9 38	1 18	3 53	6 53
				Vienne .....arr.	7 47	10 2	1 42	4 17	7 17

1.—Chemin de fer de Lyon a la Mediterranee.

Dis.	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	Ex.	1,2,3	1,2,3
		a.m	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	**Tarascon** (pp. 46, 47) dep	1 5	5 0	7 55	11 20	1 15	3 40	7 40
2	Beaucaire	1 12	5 5	8 0	11 25	...	3 45	7 45
7½	Bellegarde	...	...	8 21	...	...	4 6	...
13	Manduel	...	...	8 32	11 52	...	4 17	8 12
14½	Marguerittes	...	...	8 46	...	...	4 33	...
17½	**Nimes** .....arr	1 55	5 50	9 0	12 6	1 58	4 45	8 25
From Nimes	— **Nimes** .....dep	...	...	9 10	...	2 15	6 10	...
1 20	0 90	0 65	6½	Mas de Ponge	...	...	9 32	...	2 37	6 32	...
2 25	1 70	1 20	12½	Fons	...	...	9 47	...	2 52	6 47	...
2 80	2 10	1 55	15½	St Genies	...	...	9 57	...	3 2	6 57	...
3 15	2 35	1 70	18	Nozieres	...	...	10 6	...	3 11	7 6	...
3 40	2 55	1 85	19½	Boucoiran	...	...	10 13	...	3 18	7 13	...
3 80	2 85	2 10	21½	Ners	...	...	10 23	...	3 28	7 23	...
4 5	3 5	2 20	23	Vezenobres	...	...	10 30	...	3 35	7 30	...
4 95	3 70	2 70	27½	St. Hilaire	...	...	10 45	...	3 49	7 45	...
5 60	4 20	3 10	31	**Alais** .....arr.	a m	...	10 57	...	4 2	7 57	...
...	...	...	...	... .dep	7 0	...	11 5	...		8 5	...
6 60	4 95	3 65	36½	Salindres	7 19	...	11 24	...	...	8 24	...
7 30	5 45	4 0	40½	St. Julien	7 31	...	11 36	...	...	8 36	...
7 85	5 90	4 30	43½	**St. Ambroix**	7 52	...	11 57	...	...	8 57	...
8 40	6 30	4 60	46½	Molieres	8 5	...	12 10	...	...	3 10	...
8 85	6 65	4 85	49	Robiac	8 20	...	12 25	...	...	9 25	...
9 20	6 90	5 5	50½	**Besseges**.....arr.	8 25	...	12 30	...	...	9 30	...
From Tarascon				**Nimes** .....dep	2 5	6 0	9 10	12 20	2 5	4 55	8 35	...
19½	3 45	2 60	1 90	St. Cesaire	...	6 8	9 18	...	...	5 8	...	...
21½	3 60	2 85	2 10	Milhaud	...	6 15	9 25	12 31	...	5 15	8 47	...
23	4 15	3 10	2 30	Bernis	...	6 21	9 31	...	...	5 21	...	...
24½	4 35	3 40	2 40	Uchaud	...	6 27	9 37	12 40	...	5 27	8 57	...
27½	4 95	3 70	2 70	Vergeze	...	6 36	9 46	12 48	...	5 36	9 6	...
28½	5 15	3 85	2 85	Aigues-Vives	...	6 42	9 52	...	...	5 42	...	...
30	5 40	4 5	2 95	Gallargues	...	6 47	9 57	12 57	...	5 47	9 16	...
33½	6 5	4 55	3 35	Lunel	2 45	7 2	10 12	1 12	2 43	6 2	9 34	...
35½	6 40	4 80	3 50	Lunel-Viel	...	7 10	10 20	...	...	6 10	...	...
37½	6 70	5 5	3 70	Valergues	...	7 18	10 28	...	...	6 18	...	...
39½	7 5	5 30	3 50	Saint-Bres	...	7 26	10 36	...	...	6 26	...	...
40½	7 30	5 45	4 0	Baillargues	...	7 32	10 42	...	...	6 32	...	...
43	7 75	5 80	4 25	Saint-Aunes	...	7 41	10 51	...	...	6 41	...	...
44½	7 95	5 95	4 35	Les Mazes	...	7 47	10 57	...	...	7 47	...	...
48	8 60	6 45	4 75	**Montpellier**.....arr	3 20	8 0	11 10	1 50	3 15	7 0	10 5	...
...	...	...	...	,, ...dep	3 30	8 15	Stop	2 0	3 30	7 14	Stop	...
53	9 50	7 15	5 25	Villeneuve	...	8 29		2 14	3 50	7 28		...
56½	10 20	7 65	5 60	Mireval	...	8 42		2 27	4 1	7 41		...
61½	11 0	8 25	6 5	Frontignan	...	8 58	...	2 43	...	7 57	...	...
65	11 75	8 80	6 45	**Cette** (pages 40, 41) arr	4 20	9 11	...	2 56	4 21	8 19	...	...

Dis.	Stations.	Trains. 1,2,3	1,2,3	1,2,3	Ex.	1,2,3	1,2,3	1,2,3	1,2,3
		a.m	a.m.	a.m	a.m	p.m	p.m.	p.m.	p.m.
—	**Cette** (pp. 40, 41) dep	12 45	...	6 0	...	10 35	3 40	6 15	...
4½	Frontignan	...	...	6 14	...	10 49	...	6 29	...
8½	Mireval	...	...	6 27	...	11 2	4 2	6 42	...
13	Villeneuve	...	...	6 40	...	11 15	...	6 55	...
17½	**Montpellier**.....arr.	1 25	...	6 55	...	11 30	4 22	7 10	...
...	,, ...dep	1 30	...	7 5	9 50	11 40	4 30	7 15	10 10
21½	Les Mazes	...	...	7 17	...	11 52	...	7 27	...
23	Saint-Aunes	...	...	7 22	...	11 57	...	7 32	...
25½	Baillargues	...	...	7 30	...	12 5	...	7 40	...
26½	Saint-Bres	...	...	7 35	...	12 10	...	7 45	...
28½	Valergues	...	...	7 42	...	12 17	...	7 52	...
30	Lunel-Viel	...	...	7 49	...	12 24	...	7 59	...
31½	Lunel	2 11	...	8 0	10 24	12 35	5 5	8 10	10 40
35½	Gallargues	...	...	8 12	...	12 47	5 17	8 22	...
36½	Aigues-Vives	...	...	8 18	...	12 53	...	8 28	...
38	Vergeze	...	...	8 25	...	1 0	5 27	8 35	...
41½	Uchaud	...	...	8 35	...	1 10	5 37	8 45	...
42½	Bernis	...	...	8 42	...	1 17	...	8 52	...
44½	Milhaud	...	...	8 49	...	1 24	5 48	8 59	...
46½	St Cesaire	...	...	8 57	...	1 32	...	9 7	...
49½	**Nimes** .....arr.	2 51	...	9 5	11 0	1 40	6 0	9 15	11 30
—	**Besseges** .....dep	...	...	5 15	...	...	2 25	Stop	5 15
1½	Robiac	...	...	5 21	...	...	2 31		5 21
4½	Moneres	...	...	5 34	...	...	2 44	...	5 34
7½	**St. Ambroix**	...	...	5 55	...	...	3 5	...	5 55
10½	St. Julien	...	...	6 9	...	...	3 19	...	6 9
14½	Salindres	...	...	6 23	...	...	3 33	...	6 23
19½	**Alais** .....arr	...	...	6 38	...	a m.	3 48	...	6 38
...	.....dep	...	...	6 45	...	11 25	4 0	...	
23½	St Hilaire	...	...	6 57	...	11 37	4 12	...	...
28	Vezenobres	...	...	7 11	...	11 51	4 26	...	...
29½	Ners	...	...	7 16	...	11 56	4 31	...	...
31½	Boucoiran	...	...	7 25	...	12 5	4 40	...	...
32½	Nozieres	...	...	7 30	...	12 10	4 45	...	...
35½	St Genies	...	...	7 39	...	12 19	4 54	...	...
38½	Fons	...	...	7 51	...	12 31	5 6	...	...
47½	Mas de Ponge	...	...	8 9	...	12 49	5 24	...	...
50½	**Nimes** .....arr	...	a m	8 30	...	1 10	5 45	...	...
...	**Nimes** .....dep.	3 1	6 20	9 25	11 10	1 55	6 20	...	11 45
51½	Marguerittes	...	6 31	...	...	2 6	...	...	...
54½	Manduel	...	6 47	9 44	...	2 23	6 39	...	...
59½	Bellegarde	...	6 58	...	...	2 33	...	...	...
65	Beaucaire	3 43	7 16	10 12	...	2 51	7 7	...	12 27
65½	**Tarascon** ..... arr	3 46	7 18	10 15	11 45	2 53	7 10	...	12 30

GRAND 'COMBE and ALAIS.—Chemin de fer de Lyon a la Mediterranee.

Dis.	Fares. 1 cl.	2 cl	3 cl	4 cl.	Stations.		Trains. 12,34	12,34	12,34		
							a m	p m	p m		
—	—	—	—	—	**Grand** 'Combe	La Levade dep	7 25	12 50	5 45	...	...
...	0 55	0 40	0 25	0 13		La Pise	7 35	1 0	5 55	...	...
...	1 35	1 0	0 65	0 35	Tamaris		8 5	1 30	6 25	...	...
10½	1 60	1 20	0 85	0 40	**Alais**	.....arr.	8 15	1 40	6 35	...	...

Dis.	Fares. 1 cl.	2 cl	3 cl	4 cl.	Stations.		Trains. 12,34	12,34	12,34		
							a m	a m	p m		
Dis	fr c.	fr c.	fr c.	fr c							
—	—	—	—	—	**Alais**	..... dep	6 20	11 45	4 40	...	...
1½	0 55	0 40	0 25	0 15	Tamaris		6 30	11 55	4 50	...	...
8½	1 25	0 95	0 65	0 30	**Grand** 'Combe	La Pise	7 0	12 25	5 20	...	...
10½	1 60	1 20	0 80	0 40		La Levade arr.	7 10	12 35	5 30	...	...

PARIS AND BRUNOY.—Chemin de fer de Lyon.

Dist. from Paris	Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	Trains. 1 1,2,3	2 1,2,3	3 1,2,3	4 1,2,3	5 1,2,3	6 1,2,3	7 1,2,3	8 1,2,3	9 1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	Paris (page 44) dep	6 50	9 50	12 5	12 45	2 50	3 45	4 45	6 55	9 15
4½	0 50	...	0 30	Charenton	6 58	9 58	12 13	12 53	2 58	3 52	4 52	7 3	9 23
7½	0 60	...	0 40	Maison-Alfort	7 5	10 5	12 20	12 59	3 5	3 58	4 58	7 10	9 30
11½	1 70	1 25	0 90	Villeneuve-St.-Georges	...	...	...	...	...	...	...	...	...
14½	2 0	1 30	1 10	Montgeron	...	...	...	...	...	...	...	...	...
17½	2 45	1 85	1 55	Brunoy (p. 44) arr.	...	...	...	...	...	...	...	...	...

Stations.	Trains. 1 1,2,3	2 1,2,3	3 1,2,3	4 1,2,3	5 1,2,3	6 1,2,3	7 1,2,3	8 1,2,3	9 1,2,3
	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
Brunoy (p. 45) dep.	...	...	...	...	...	...	...	...	...
Montgeron	...	...	...	...	...	...	...	...	...
Villeneuve-St.-Georges	...	...	...	...	...	...	...	...	...
Maison-Alfort	7 28	7 43	8 44	12 55	2 44	3 25	5 14	6 30	7 55
Charenton	7 30	7 48	8 49	1 0	2 49	3 30	5 19	6 35	8 0
Paris (page 45) arr.	7 40	8 0	9 0	1 10	3 0	3 40	5 30	6 45	8 10

Extra Trains.—From Paris to Maisons-Alfort, at 8 a.m. & 5.55 p.m., and on Sundays & Fetes, at 10.15 a.m., 1.55, 6.45, and 10.20 p.m. From Maisons-Alfort to Paris at 10.25 a.m., & 9.45 p.m.; and on Sundays, & Fetes, at 11.58 a.m., 1.18, 2.30, & 11 p.m.

MARSEILLES, AUBAGNE, and TOULON.—Chemin de fer de Lyon a la Mediterranee.

Fares. 1 cl.	Fares. 2 cl.	Fares. 3 cl.	Stations	Trains. 1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3
				a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
...	...	...	Marseilles ..... dep.	7 0	8 50	11 45	3 45	5 0	7 10	7 45
...	...	...	La Pomme	7 12	...	11 57	...	5 12	...	7 57
...	...	...	St. Marcel	7 19	...	12 4	...	5 19	...	8 4
...	...	...	St. Menet	7 26	...	12 0	...	5 26	...	8 11
...	...	...	Camp-Major	7 39	...	12 17	...	5 39	...	8 24
...	...	...	Aubagne	7 48	9 19	12 33	4 13	5 45	7 38	8 30
...	...	...	Toulon ..... arr.	9 30	10 45	2 15	5 30	...	9 20	...

Stations.	Trains. 1, 2,3	1, 2,3	1 & 2	1, 2,3	1,2,3	1, 2,3		
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		
Toulon ..... dep.	...	6 0	7 35	12 30	5 50	8 0	...	...
Aubagne	6 0	7 41	9 0	2 11	7 31	9 25	6 15	...	...
Camp-Major	6 7	7 48	...	2 18	...	...	6 22	...	...
St. Menet	6 20	8 1	...	2 31	...	...	6 35	...	...
St. Marcel	6 27	8 8	...	2 38	...	...	6 42	...	...
La Pomme	6 34	8 15	...	2 45	...	...	6 49	...	...
Marseilles ..... arr.	6 47	8 31	9 28	3 1	8 1	9 53	7 3	...	...

LYONS, ST. RAMBERT AND GRENOBLE.—Chemin de fer du Dauphine.

Dist. from Lyons	Fares. 1 cl.	Fares. 2 cl.	Fares. 3 cl.	Stations.	Trains. 1, 2,3	1, 2,3	1, 2,3	1, 2,3	1, 2,3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	noon	p.m.	p.m.
...	...	...	...	Lyons (page 46) ..... dep.	...	5 30	12 0	4 0	...
...	...	...	...	Saint Rambert ..... arr.	...	7 42	2 12	6 12	...
—	—	—	—	" ..... dep.	7 12	9 30	2 39	6 32	3 50
12½	2 35	1 75	1 30	Beaurepaire	7 48	9 52	3 15	7 8	4 31
22	4 15	3 10	2 30	La Cote-St.-Andre	8 18	10 19	3 46	7 39	5 8
27½	4 95	3 70	2 70	St. Etienne de S. Geoirs	8 31	10 31	3 59	7 52	5 23
31½	5 60	4 20	3 10	Izeaux	8 43	10 43	4 11	8 4	5 36
34½	6 25	4 70	3 45	Rives	8 57	10 56	4 25	8 18	5 51
41½	7 40	5 55	4 5	Voiron	9 17	11 14	4 45	8 38	6 14
45½	8 20	6 15	4 50	Moirans	9 30	11 26	4 58	8 51	6 29
53	9 50	7 15	5 25	Saint Robert	9 55	11 47	5 21	9 14	6 55
56	10 10	7 55	5 15	Grenoble ..... arr.	10 7	12 0	5 35	9 28	7 10

E.M Dis.	Fares. 1 cl.	Fares. 2 cl.	Fares. 3 cl.	Stations.	Trains. 1, 2,3	1, 2,3	Exp	1,2,3	1, 2,3	1, 2,3
	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.		p.m.	p.m.
3½	6 35	0 50	0 35	Grenoble ..... dep.	5 45	10 20	1 45		5 26	10 10
10½	1 90	1 45	1 5	Saint Robert	5 56	10 42	1 56		5 38	...
15	2 70	2 0	1 50	Moirans	6 18	11 5	2 17		6 1	10 48
21½	3 80	2 85	2 10	Voiron	6 31	11 20	2 31		6 16	11 5
24½	4 50	3 35	2 45	Rives	6 49	11 40	2 49		6 36	11 23
28½	5 15	3 85	2 85	Izeaux	7 0	11 52	3 0		6 48	...
33	5 95	4 45	3 25	St. Etienne de S. Geoirs	7 11	12 4	3 11		7 0	11 53
43½	7 75	5 80	4 25	La Cote-St.-Andre	7 23	12 17	3 23		7 12	12 10
56	10 10	7 55	5 55	Beaurepaire	7 49	12 39	3 51		7 44	12 47
...	...	...	...	Saint Rambert ..... arr.	8 25	1 25	4 25		8 22	1 30
...	...	...	...	" ..... dep.	9 7	2 12	4 42	5 51	8 40	2 12
				Lyons (page 47) ..... arr.	11 25	4 30	6 55	8 50	10 35	4 30

LYONS AND BOURGOIN.—Chemin du fer de Dauphine.

Dist. from Lyons	Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	Lyons (Perrache) ..... dep.	7 15	10 40	4 40	9 0
4½	0 90	1 65	0 50	Venissieux	7 30	10 55	4 55	9 15
7½	1 45	1 10	0 80	Saint Priest	7 39	11 4	5 4	9 24
14	2 45	1 85	1 35	Heyrieux	7 55	11 20	5 20	6 40
16	3 0	2 25	1 65	Saint Quentin	8 3	11 28	5 28	9 48
19½	3 45	2 60	1 90	La Verpillière	8 11	11 36	5 36	9 50
22	3 90	2 85	2 10	Vaulx Milieu	8 18	11 43	9 43	10 2
25½	4 25	3 10	2 35	La Grive	8 26	11 51	5 51	10 11
28½	4 75	3 55	2 60	Bourgoin ..... arr.	8 36	12 0	6 0	10 20

Dist. from Lyons	Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	Bourgoin ..... dep.	7 15	10 55	4 15	8 40
2½	0 65	0 50	0 35	La Grive	7 22	11 2	4 22	8 47
5	1 0	0 75	0 55	Vaulx Milieu	7 30	11 10	4 30	8 55
6½	1 35	1 0	0 75	La Verpillière	7 37	11 17	4 37	9 2
10	1 80	1 35	1 0	Saint Quentin	7 45	11 25	4 45	9 10
12½	2 25	1 70	1 25	Heyrieux	7 53	11 33	4 53	9 18
18½	3 35	2 50	1 85	Saint Priest	8 9	11 49	5 9	9 34
21	3 90	2 95	2 15	Venissieux	8 18	11 58	5 18	9 43
26	4 70	3 55	2 60	Lyons (Perache) ..... arr.	8 35	12 15	5 35	10 0

LYONS, AMBERIEU, BOURG, MACON, CULOZ, BELLEGARDE, GENEVA, AND COPPET.— [668.

Chemin de fer de Lyon a Geneve.

Dist.	From Paris	From Lyons	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
			PARIS (page 44).	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.
			MARSEILLES (47) ...dep.	...	10 30	...	...	...	...
			LYONS.....arr.	...	7 0	...	...	...	...
				a.m.	a.m.	p.m.	p.m.	p.m.	...
			Lyons (Brotteaux) ...dep.	6 35	10 40	2 5	5 30	6 50	...
			,, (St. Clair) .....dep.	6 42	10 47	2 12	5 37	6 57	...
			Miribel.....	6 55	11 0	2 25	5 50	7 10	...
			Beynost.....	7 4	11 9	2 34	5 59	...	...
			Montluel.....	7 12	11 17	2 42	6 7	7 24	...
			Meximieux.....	7 32	11 37	3 2	6 28	7 44	...
			Leyment.....	...	11 50	3 15	6 41	...	...
			Amberieu .....arr.	7 51	11 59	3 24	6 50	8 3	...
	From Macon								
	0 90	0 65	0 50	—	**Macon**.....arr.	6 0	7 45	1 20	4 55	6 55	...
	1 20	1 45	1 5	5	**Pont-de-Veyle**.....	6 13	7 59	1 33	...	7 8	...
	2 45	1 85	1 35	10½	**Vonnas**.....	6 27	8 14	1 48	...	7 23	...
	3 15	2 35	1 70	13	**Mézériat**.....	...	8 23	1 57	...	7 32	...
	4 25	3 20	2 35	16½	**Polliat**	...	8 34	2 8	...	7 43	a.m.
	5 25	3 95	2 90	23	**Bourg**.....dep.	7 0	8 55	2 27	5 50	8 1	4 30
	6 40	4 80	3 50	29½	**La Vavrette**.....	...	9 11	2 43	...	8 17	4 48
	6 96	5 20	3 80	34½	**Pont-d'Ain**	7 30	9 26	2 59	6 19	8 32	5 6
	7 75	5 80	4 25	37½	**Ambronay**	...	9 38	3 9	...	8 43	5 18
				42½	**Amberieu**...arr.	7 46	9 46	3 19	6 35	8 53	5 30
26	...	...	...		**Amberieu** .....dep.	8 15	12 10	3 45	7 5	...	...
35½	6 15	4 50	3 40		**Saint Rambert**.....	8 33	12 28	4 3	...	...	...
39	6 85	5 10	3 75		**Tenay**	8 45	12 40	4 15	...	...	...
47½	8 40	6 30	4 60		**Rossillon** (T. of 650 metres)	9 12	1 7	4 42	7 56	...	...
50	9 20	6 90	5 5		**Virieu**	9 25	1 20	4 55	...	...	...
54	9 50	7 15	5 25		**Artemare**	9 33	1 28	5 3	...	...	...
59	10 40	7 80	5 75		**Culoz** (page 137*)	9 56	1 51	5 26	8 34	...	...
65½	12 10	9 3	6 65		**Seyssel**.....	10 17	2 12	5 47	8 55	a.m.	a.m.
79	14 10	10 60	7 75		**Bellegarde**	10 56	2 51	6 26	9 34	6 0	9 0
86½	15 35	11 50	8 45		**Collonges**	11 15	3 10	6 45	...	6 19	9 19
86	15 70	11 75	8 60		**Chancy**	...	3 18	6 53	...	6 27	9 26
91½	16 25	12 20	8 95		**La Plaine**	...	3 29	7 4	...	6 39	9 39
94½	16 80	12 60	9 25		**Satigny**	11 39	3 40	7 15	10 14	6 51	9 51
96	17 20	12 95	9 50		**Meyrin**.....	...	3 49	7 24	...	7 0	10 0
100	17 90	13 45	9 85		**Geneva** .....arr.	11 55	3 59	7 34	10 30	7 10	10 10
						p.m.	p.m.	p.m.			a.m.
...	...	...	...		**Geneva**.....dep.	2 0	4 45	8 0	...	...	10 30
...	...	...	...		**Chambesy**	2 7	4 52	8 7	...	...	10 37
...	...	...	...		**Genthod**	2 12	4 57	8 12	...	...	10 42
...	...	...	...		**Versoix**	2 18	5 3	8 19	...	...	10 48
...	...	...	...		**Coppet**.....arr.	2 29	5 14	8 27	...	...	11 1
...	...	...	...		COPPET (p. 156) ... dep.	2 29	5 14	...	...	...	11 1
...	...	...	...		LAUSANNE .....arr.	3 50	6 35	...	...	...	12 22
...	...	...	...		YVERDON (p. 156)... ,,	5 2		...	...	...	1 37

Dist.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a. m.	a. m.	a. m.	a. m.	p. m.	p. m.
...	...	...	...	YVERDON (p. 156)..dep.	...	...	7 45	10 40	3 35	3 35
...	...	...	...	LAUSANNE..... ,,	...	...	9 0	11 48	4 26	4 26
...	...	...	...	COPPET (p. 156) ...arr.	...	...	10 25	1 15	5 18	5 27
...	...	...	...	**Coppet**.....dep.	...	...	10 25	1 13	4 36	5 27
...	...	...	...	**Versoix**	...	...	10 34	1 22	4 47	...
...	...	...	...	**Genthod**	...	...	10 40	1 28	4 53	...
...	...	...	...	**Chambesy**	...	...	10 45	1 33	4 58	...
...	...	...	...	**Geneva**.....arr.	...	...	10 51	1 40	5 4	5 43
—	—	—	—		a.m.	a. m.	a. m.	p. m.	p. m.	p. m.
3	0 65	0 50	0 35	**Geneva**.....dep.	5 50	7 30	11 15	1 45	5 35	6 15
5½	1 10	0 85	0 60	Meyrin.....	...	7 42	11 26	...	...	6 27
9½	1 70	1 25	0 90	Satigny	6 7	7 52	11 35	2 2	...	6 37
12½	2 25	1 70	1 25	La Plaine	...	8 3	11 46	...	...	6 48
14½	2 60	1 95	1 40	Chancy	...	8 14	11 57	...	...	6 59
20½	3 80	2 85	2 10	Collonges	...	8 22	12 5	2 26	...	7 7
31½	5 80	4 35	3 20	**Bellegarde**	7 6	8 40	12 13	3 4	6 41	7 25
41	7 50	5 65	4 15	Seyssel.....	7 36		1 13	3 34	7 8	
45½	8 40	6 30	4 60	**Culoz** (page 137*)	8 6	...	1 43	4 4	7 33	...
48½	8 75	6 55	4 80	Artemare	8 20	...	1 57	4 18	...	...
52	9 50	7 15	5 25	Virieu ...(T. of 650 metres)	8 28	...	2 5	4 26	...	...
60½	11 10	8 30	6 10	Rossillon.....	8 44	...	2 21	4 42	8 4	...
65	11 75	8 80	6 45	Tenay	9 8	...	2 45	5 6	...	...
72	13 10	9 85	7 20	Saint Rambert.....	9 20	...	2 57	5 18	...	...
				Amberieu .....arr.	9 37	a.m.	3 14	5 35	8 49	p.m.
Fro	m Amberieu									
	0 90	0 65	0 50	— **Amberieu** dep.	10 5	8 0	3 40	6 0	9 8	8 15
	1 35	1 0	0 75	4½ Ambronay.....	...	8 12	3 53	...	...	8 27
	2 45	1 85	1 35	7½ **Pont-d'Ain**	10 23	8 24	4 5	6 18	...	8 39
	3 60	2 70	1 95	13 La Vavrette	...	8 39	4 21	...	...	8 54
	4 60	3 45	2 55	19½ **Bourg**.....arr.	10 53	9 0	4 41	6 49	9 53	9 14
	5 25	3 95	2 90	25½ Polliat	...	9 15	4 57	...	...	9 29
	5 80	4 35	3 20	29½ Mézériat	...	9 26	5 8	...	...	9 40
	6 85	5 10	3 75	31½ Vonnas.....	...	9 33	5 18	7 17	...	9 49
	7 75	5 80	4 25	37½ Pont-de-Veyle	...	9 50	5 34	7 31	...	10 5
				42½ **Macon**.....arr.	11 40	10 3	5 47	7 43	10 40	10 17
...	...	...	...	**Amberieu** ..... dep.	10 0	8 5	3 35	5 51	9 10	5 50
75	13 65	10 25	7 50	Leyment.....	...	8 15	3 45	6 1	...	6 6
80	14 55	10 90	8 0	Meximieux.....	10 20	8 29	3 59	6 14	9 27	6 28
88	16 0	12 0	8 80	Montluel.....	10 40	8 49	4 19	6 34	9 44	7 4
90½	16 45	12 35	9 5	Beynost	...	8 57	4 27	6 42	...	7 14
93½	16 90	12 70	9 30	Miribel.....	10 54	9 6	4 36	6 51	...	7 23
98½	17 90	13 45	9 85	**Lyons** (St. Clair) .....arr.	11 7	9 20	4 50	7 4	10 5	7 59
100½	...	...	...	,, (Brotteaux).....arr.	11 13	9 26	4 56	7 10	10 10	8 9
...	...	...	...	LYONS .....dep.	...	...	...	8 0	10 30	...
...	...	...	...	MARSEILLES (p. 46)arr.	...	...	...	8 6	6 26	...
...	...	...	...	PARIS (p. 45).	...	...	...	...	...	...

Extra Train.—From Bellegarde to Geneva on Sundays at 4.15 p.m.

REMARKS.—LUGGAGE.—30 kilogrammes (65 lbs.) allowed to each passenger.

NANCY, METZ, THIONVILLE, and FORBACH.—Chemin de fer de l'Est.

Dis. from Paris	Fares. From Paris. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1 1,2,3	2 1 & 2	3 1,2,3	4 1,2,3	5 1,2,3	6 1,2,3	7	8
Dis	fr. c.	fr. c.	fr. c.	PARIS (page 52)	a.m.	a.m.	a.m	p.m.	p.m.	p.m.		
220	39 55	29 65	21 25	**Nancy**.....dep.	3 55	7 15	10 25	2 30	4 30	9 15	...	...
214	38 60	29 0	21 25	**Frouard**	4 10	7 38	10 48	2 48	4 53	9 30	...	...
210	38 65	29 0	21 25	**Marbache**.....	...	7 49	11 0	3 0	5 5	9 42	...	...
208	38 80	29 25	21 25	**Dieulouard**	...	8 1	11 11	3 11	5 16	9 53	...	...
226	39 55	29 80	21 25	**Pont-à-Mousson**	4 37	8 17	11 27	3 27	5 32	10 9	...	...
232	39 65	29 80	21 25	**Pagny-s.-Moselle** ...	...	8 32	11 42	3 42	5 47	10 24	...	...
236	39 65	29 80	21 25	**Novéant**	...	8 42	11 53	3 53	5 58	10 35	...	...
239	39 65	29 80	21 25	**Ars-sur-Moselle**.....	5 1	8 53	12 4	4 4	6 7	10 46	...	...
244	39 65	29 80	21 25	**Metz**..... ..... arr.	5 16	9 11	12 25	4 25	6 25	11 5	...	...
					a.m.	a.m.		p.m.	p.m.	Stop		
—	39 65	29 80	21 25	**Metz** .....dep.	5 35	9 30	...	5 0	8 0		...	...
5	40 5	30 10	21 40	**Devant les ponts**	5 50	9 50	...	5 15	8 15		...	...
10½	41 20	30 95	22 5	**Maizières**	6 5	10 12	...	5 30	8 31		...	...
13½	41 50	31 25	22 25	**Hagondange**.....	6 15	10 36	...	5 40	8 45		...	...
16½	42 25	31 75	22 65	**Uckange**	6 25	10 58	...	5 50	8 59		...	...
20	42 95	32 20	23 0	**Thionville**arr.	6 35	11 10	...	6 0	9 10		...	...
244½	39 65	29 80	21 25	**Metz** ..... dep.	5 31	9 27	12 40	Stop	6 40		...	...
248	40 25	30 20	21 45	**Peltre**.....	...	9 43	12 50		6 57		...	...
252	40 60	30 70	21 80	**Courcelles**	...	9 55	1 8	...	7 8		...	...
256	41 80	31 15	22 15	**Remilly**.....	...	10 9	1 22	...	7 23		...	...
262	42 10	31 65	22 55	**Herny**	...	10 21	1 34	...	7 34		...	...
269	43 5	32 35	23 5	**Faulquemont**	6 18	10 38	1 51	...	7 51		...	...
275	49 15	36 90	27 5	**Saint Avold**	6 37	10 59	2 12	...	8 12		...	...
279	49 80	37 45	27 50	**Honsbourg**	...	11 11	2 24	...	8 23		...	...
283	50 75	38 5	27 90	**Cocheren**	...	11 23	2 36	...	8 35		...	...
287	51 30	38 45	28 20	**Forbach*** .... arr.	7 0	11 35	2 50	...	8 45		...	...

* For Ludwigshafen, see page 90.

Dis. from Metz	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1 1,2,3	2 1,2,3	3 1,2,3	4 1,2,3	5 1,2,3	6 1,2,3	7
Dis.	fr. c	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
—	—	—	—	**Forbach** .....dep.	...	6 20	10 20	...	5 20	8 20	...
3½	0 55	0 40	0 30	Cocheren	...	6 30	10 30	...	5 30	8 30	...
8	1 10	0 85	0 65	Hombourg	...	6 42	10 42	...	5 41	8 42	...
12½	1 70	1 25	0 95	**Saint Avold**	...	6 57	10 57	...	5 55	8 57	...
18½	2 55	1 90	1 45	Faulquemont	...	7 14	11 14	...	6 11	9 14	...
25½	3 50	2 60	1 95	Herny	...	7 31	11 31	...	6 27	9 31	...
30	4 10	3 5	2 30	Remilly.....	...	7 42	11 42	...	6 39	9 42	...
34½	4 75	3 55	2 65	Courcelles	...	7 57	11 57	...	6 53	9 57	...
39½	5 35	4 25	2 95	Peltre	...	8 8	12 8	...	7 4	10 8	...
43½	5 95	4 45	3 35	**Metz**.....arr.	...	8 24	12 24	...	7 19	10 24	...
	From Thionville					a.m.	a.m.		p.m.	p.m.	
—	—	—	—	**Thionville** dep	...	7 10	11 10	...	6 5	9 10	...
3½	0 65	0 50	0 35	Uckange	...	7 22	11 22	...	6 17	9 26	...
6½	1 35	1 0	0 75	Hagondange	...	7 32	11 32	...	6 27	9 40	...
10	1 80	1 35	1 0	Maizières	...	7 42	11 42	...	6 37	9 50	...
15½	2 40	1 75	1 25	Devant les ponts	...	7 58	11 58	...	6 53	10 6	...
20½	2 80	2 5	1 50	**Metz** .....arr.	a.m.	8 10	12 10	p.m.	7 5	10 20	...
43½	5 95	4 45	3 35	**Metz** .....dep.	4 50	8 40	12 39	2 35	7 34	10 40	...
48½	6 80	5 10	3 80	Ars-sur-Moselle.....	5 9	8 59	12 58	2 55	7 53	10 59	...
51½	7 20	5 50	4 15	Noveant	5 19	9 8	1 7	3 5	8 2	11 8	...
55½	7 80	5 95	4 45	Pagny-s-Moselle ...	5 30	9 19	1 18	3 16	8 12	11 19	...
61½	8 60	6 55	4 95	Pont-à-Mousson	5 46	9 38	1 37	3 35	8 30	11 38	...
65½	9 20	7 10	5 30	Dieulouard	5 58	9 50	1 49	3 47	8 41	11 50	...
70	9 90	7 65	5 70	Marbache.....	6 9	10 1	2 0	3 58	8 52	12 1	...
73	10 30	7 95	5 95	**Frouard** (p. 53)...	6 25	10 17	2 16	4 14	9 7	12 17	...
78½	10 70	8 70	6 50	**Nancy** .....arr.	6 40	10 30	2 30	4 30	9 20	12 30	...

PARIS, VINCENNES, AND LA VARENNE.—Chemin de fer de l'Est. [Paris Terminus, Place de la Bastile.

[4–10.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m	p.m	p.m.	p.m.	p.m.	p.m	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Paris .....dep.	12 30	7 0	7 30	8 0	8 30	9 0	9 30	10 0	10 30	11 0	12 0	12 30	1 0	2 0	3 0	4 0	4 30	5 0	5 30	6 0	6 30	7 0	8 0	9 0	9 40
St. Mandé	12 41	7 11	7 41	8 11	8 41	9 11	9 41	10 11	10 41	11 11	12 11	12 41	1 11	2 11	3 11	4 11	4 41	5 11	5 41	6 11	6 41	7 11	8 11	9 11	9 51
Vincennes	12 46	7 16	7 45	8 16	8 45	9 16	9 45	10 16	10 45	11 16	12 16	12 45	1 16	2 16	3 16	4 16	4 45	5 16	5 45	6 16	6 45	7 16	8 16	9 16	9 56
Fontenay sous Bois	12 52	7 22		8 22		9 22		10 22		11 22	12 22		1 22	2 22	3 22	4 22		5 22		6 22		7 22	8 22	9 22	10 2
Nogent-sur-Marne.....	12 55	7 25	...	8 26	...	9 26	...	10 26	...	11 26	12 26	...	1 26	2 25	3 26	4 26	...	5 26	...	6 26	...	7 26	8 26	9 25	10 6
Joinville-le-Pont			...	8 31	...	9 30	...	10 31	...	11 30	12 31	...	1 30		3 31	4 30	...	5 31	...	6 31	...	7 31	8 31		10 11
St. Maur les Fosses	...	...	...	8 36	...		...	10 36	...		12 36	...		...	3 36		...	5 36	...	6 36	...	7 36	8 36	...	10 16
Parc de St. Maur	...	...	...	8 40	...	...	...	10 40	...	...	12 40	...	...	...	3 40	...	...	5 40	...	6 40	...	7 40	8 40	...	10 20
Champigny	...	...	...	8 45	...	...	...	10 45	...	...	12 45	...	...	...	3 45	...	...	5 45	...	6 45	...	7 45	8 45	...	10 25
La Varenne sur Maur arr.	...	...	...	8 50	...	...	...	10 50	...	...	12 50	...	...	...	3 50	...	...	5 50	...	6 50	...	7 50	8 50	...	10 30

	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
La Varenne sur Maur dep.	4 55	...	7 10	...	8 10	...	...	...	10 10	...	...	...	12 10	...	...	...	3 10	...	5 10	...	...	7 10	...	9 10	...
Champigny	5 0	...	7 15	...	8 15	...	...	...	10 15	...	...	...	12 15	...	...	...	3 15	...	5 15	...	...	7 15	...	9 15	...
Parc de St. Maur	5 5	...	7 20	...	8 20	...	...	...	10 20	...	...	...	12 20	...	...	...	3 20	...	5 20	...	...	7 20	...	9 20	...
St. Maur les Fosses	5 9	...	7 24	...	8 24	...	...	...	10 24	...	...	...	12 24	...	...	...	3 24	...	5 24	...	...	7 24	...	9 22	...
Joinville-le-Pont	5 14	...	7 29	...	8 29	...	...	10 0	10 29	...	...	12 0	12 29	...	2 0	...	3 29	5 0	5 29	...	...	7 29	...	9 29	...
Nogent-sur-Marne.....	5 19	6 5	7 34	8 5	8 34	...	...	10 5	10 34	...	...	12 5	12 34	...	2 5	3 5	3 34	5 5	5 34	...	...	7 34	...	9 34	10 5
Fontenay sous Bois	5 22	6 9	7 38	8 9	8 38	...	...	10 9	10 38	...	...	12 9	12 38	...	2 9	3 9	3 38	5 9	5 38	...	...	7 38	...	9 38	10 9
Vincennes	5 30	6 16	7 45	8 16	8 45	9 15	9 45	10 16	10 45	11 15	11 45	12 16	12 45	1 15	2 16	3 16	3 45	5 16	5 45	6 15	7 15	7 45	8 15	9 45	10 16
St. Mandé	5 34	6 20	7 49	8 20	8 49	9 19	9 49	10 20	10 49	11 19	11 49	12 20	12 49	1 19	2 20	3 20	3 49	5 20	5 49	6 19	7 19	7 49	8 19	9 49	10 20
Paris ....arr.	5 45	6 30	8 0	8 30	9 0	9 30	10 0	10 30	11 0	11 30	12 0	12 30	1 0	1 30	2 30	3 30	4 0	5 30	6 0	6 30	7 30	8 0	8 30	10 0	10 30

Notice.—All the Trains are 1 & 2 class, except the 7.0 p.m. from Paris, and the 4.35 a.m. from La Varenne, which are 3rd class only. **Additional Trains on Sundays and Fêtes only.**—From Paris to all Stations at 7.15 and 11.30 a.m.; 1.30, 2.30, 3.30, 4.30, and 9.15 p.m. From La Varenne to all Stations, at 8.55 a.m.; 1.16, 4.36, 9.46, 8.0, 8.36, and 10.40 p.m.

Eng. Miles.	Dis.	FARES. 1st class	2nd class	3rd class	STATIONS. Luggage, 50 lbs. allowed free.	1 1,2,3 class	2 1,2,3 class	†3 1 & 2 class	4 1,2,3 class	5 1,2,3 class	6 1,2,3 class	*7 1,2,3 class	8 1,2,3 class	9 1,2,3 class	10 1st Ex.	11 1,2,3 class	12 1,2,3 class	13
		fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
—	—	—	—	—	**Paris** .....dep.	7 0	...	9 0	9 20	10 20	12 0	12 20	4 30	5 30	8 0	9 0	11 15	...
5	5	1 0	0 75	0 55	Noisy-le-Sec	7 14	...	...	9 36	10 36	12 14	12 36	4 45	5 45	...	9 14	11 31	...
6	6	1 0	0 75	0 55	Bondy	7 19	...	...	9 45	10 45	12 22	12 45	4 54	5 54	...	9 22	11 40	...
8	8	1 70	1 25	0 90	Villemomble.....	7 25	...	...	9 52	10 52	12 28	12 52	5 1	6 1	...	9 28	11 47	...
9	9	1 70	1 25	0 90	Gagny	7 30	...	...	9 58	10 58	12 33	12 28	5 7	6 7	...	9 33	11 53	...
11	11	2 15	1 60	1 15	Chelles	7 39	...	...	10 8	11 8	12 42	1 8	5 17	6 17	...	9 42	...	...
17½	17½	3 15	2 35	1 70	Lagny	7 55	...	9 34	10 25	11 25	12 58	1 25	5 35	6 35	8 35	9 58	12 15	...
23	23	4 0	3 5	2 10	Esbly.....	8 9	...	...	10 40	11 40	1 12	1 40	5 50	6 50	...	10 12	...	...
28	28	4 0	3 20	2 10	**Meaux**	8 28	...	9 58	10 55	11 55	1 30	1 55	6 5	7 5	8 59	10 31	12 48	...
31½	31½	5 70	4 30	3 15	Trilport [Tunnel.	8 39	...	...	Stop	Stop	1 41	Stop	Stop	Stop	...	...	...	...
36	36	6 50	4 85	3 55	Changis	8 52	...	...			1 53				...	...	...	...
41	41	7 40	5 55	4 5	La Ferte-sous-Jouarre...	9 10	...	10 23			2 10				9 26	11 6	1 27	...
46	46	8 30	6 20	4 55	Nanteuil [Tunnel.]	9 24	...	...	...	...	2 24	...	...	...	...	...	...	...
52	52½	9 40	7 5	5 15	Nogent-l'Artaud	9 40	...	...	...	...	2 39		...	...	...	...	...	...
59	59½	10 65	8 0	85	**Chateau-Thierry** ...	10 6	...	11 9	...	...	3 2		...	...	10 3	11 56	2 23	...
65	65	11 65	8 75	6 40	Mezy .....*(Buffet)*	10 20	...	...	...	...	3 16		...	...	...	...	...	...
66½	66½	12 0	9 0	6 60	Varennes	10 27	...	...	...	...	3 23		...	...	...	...	...	...
73	73	13 10	9 85	7 20	Dormans	10 45	...	11 35	...	...	3 40		...	...	10 29	12 28	2 59	...
78½	78½	14 16	10 60	7 75	Port-a-Binson	11 0	...	...	...	...	3 55		...	...	...	...	...	...
84	84	15 10	11 35	8 30	Damery	11 14	...	...	...	...	4 9		...	...	...	...	...	...
89½	89½	15 90	11 95	8 75	**Epernay** .....arr.	11 25	...	12 2	...	...	4 20		...	...	10 57	1 2	3 35	...
								p.m.	a.m.		p.m.		p.m.		p.m.			
...	...	...	...	...	**Epernay**(*Buffet*)d.	...	...	1 5	6 55	...	4 50	...	7 25	...	11 15	...	...	...
90½	90½	16 25	12 20	8 95	Ai	...	...	1 12	7 3	...	4 57	...	7 33	...	11 24	...	...	...
93½	93½	16 70	12 50	9 20	Avenay [Tunnel.]...	...	...	1 19	7 12	...	5 4	...	7 42	...	...	...	...	...
100½	100½	18 5	13 50	9 90	Rilly-la-Montagne..	...	...	1 38	7 35	...	5 22	...	8 5	...	...	...	...	...
107½	107½	19 25	14 45	10 60	**Reims** (p. 16) arr.	...	a. m.	1 55	7 55	...	5 40	...	8 23	...	12 5	...	...	...
85½	85½	15 90	11 95	8 75	**Epernay** .....dep.	11 35	7 10	12 12	Stop	...	4 30	Stop	Stop	...	11 7	1 12	4 6	...
91	91	16 60	12 45	9 10	Oriy	11 46	7 23	...		...	4 41			...	...	...	4 11	...
99½	99½	17 80	13 35	9 60	Jalons-les-Vignes.....	12 3	7 44	...	...	...	4 58		...	...	...	...	...	...
107½	107½	19 40	14 55	10 65	**Chalons** .....arr.	12 25	8 25	12 53	p.m.	...	5 28		...	...	11 49	2 3	4 56	...
...	...	...	...	...	**Chalons** .....dep.	Stop	8 45	...	3 30	...	...		...	...	...	...	...	...
123	123	22 5	16 55	12 15	**Mourmelon**..arr.		9 35	...	4 25	...	...		...	...	...	...	...	...
...	...	...	...	...	**Chalons** .....dep.	...	8 25	12 53	Stop	...	5 28	...	...	...	11 49	2 3	4 56	...
117½	117½	21 5	15 80	11 60	Vitry-la-Ville.....	...	8 55	...		...	5 50	...	...	...	...	...	5 19	...
123½	123½	22 30	16 70	12 25	Loisy	...	9 17	...	...	...	6 7	...	...	...	...	...	5 36	...
128	128	22 95	17 20	12 65	**Vitry-le-Francois**...	...	9 40	1 30	...	...	6 20	...	...	...	12 28	2 50	5 51	...
135½	135½	24 40	18 30	13 45	**Blesme** .....arr.	...	10 3	1 44	...	...	6 37	...	...	...	12 45	3 8	6 9	...
...	...	...	...	...	**Blesme**.....dep.	...	11 0	2 5	...	...	7 10	...	...	...	...	4 30	...	...
146½	146½	26 30	19 75	14 50	**Saint Dizier**	...	11 46	2 51	...	...	7 50	...	...	...	...	4 58	...	...
152	152	27 45	20 60	15 10	Furville	...	12 15	3 19	...	...	8 13	...	...	...	...	5 14	...	...
154½	154½	29 45	21 35	15 65	Chevillon.....	...	12 33	3 39	...	...	8 33	...	...	...	...	5 28	...	...
164½	164½	29 55	22 20	16 25	**Joinville**	...	1 0	4 8	...	...	9 2	...	...	...	...	5 48	...	...
170	170	30 60	22 95	16 80	**Donjeux**	...	1 19	4 30	...	...	9 22	...	...	...	...	6 2	...	...
176½	176½	31 90	23 95	17 55	Vignory	...	1 47	4 57	...	...	9 47	...	...	...	...	6 20	...	...
181½	181½	32 80	24 60	18 5	Bologne (Tunnel) ...	...	2 5	5 18	...	...	10 5	...	...	...	...	6 34	...	...
190½	190½	34 40	25 80	18 90	**Chaumont** .. arr.	...	2 30	5 45	...	...	10 35	...	...	...	...	6 55	...	...
A	B	C	D			1	2	3	4	5	6	7	8	9	10	11	12	13

* Runs on Sundays and Fete days only.

Eng. Miles.	Dis.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1 & 2 class	1,2,3 class	1,2,3 class	1,2,3 class
		fr. c.	fr. c.	fr. c.		a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	a. m.	noon
—	—	—	—	—	**Rhelms** (page 16) .....dep.	1 0	1 33	5 30	8 0	11 35	5 20	...	...
5½	5½	0 70	0 55	—	Witry-les-Rheims.....	1 13	1 48	5 42	8 12	11 47	5 32	...	...
10½	10½	1 90	1 45	1 5	Bazancourt.....	1 48	2 16	6 13	8 42	11 50	6 0	...	...
17½	17½	3 35	2 45	1 70	Le Chatelet.....	2 16	...	6 32	9 0	12 19	6 19	...	...
24½	24½	4 50	3 35	2 45	**Rethel**	...	...	6 55	9 19	12 38	6 38	...	...
30½	30½	5 40	4 5	3 95	Antagne	...	...	7 10	9 35	12 53	6 53	...	...
36½	36½	6 65	4 70	3 45	Saulces-Monc	...	2 57	7 25	9 50	1 8	7 8	...	...
41½	41½	7 15	5 40	3 95	Launois	...	...	7 42	10 7	1 25	7 25	...	...
48	48	8 5	6 5	4 45	Foix	...	...	7 54	10 19	1 37	7 37	...	...
54½	54½	8 85	6 65	4 85	Boulzicourt.....	...	...	8 10	10 35	1 53	7 53	...	...
60½	60½	9 85	7 15	5 25	Mohon	...	3 40	8 17	10 42	2 0	8 0	...	...
64½	64½	9 85	7 40	5 40	**Mezieres-Charleville**	...	...	8 35	11 0	2 18	8 18	...	...
...	...	...	...	...	**Nouzon** .....arr.	...	4 10	...	...	...	...	...	...
69	69	10 75	7 90	5 80	Nouvion-sur-Meuse.....			8 42	11 39	...	8 42	...	...
80½	80½	12 30	9 20	6 70	Sedan			9 0	12 5	3 45	9 0	...	...
88½	88½	13 50	10 10	7 40	**Donchery**			9 15	12 20	4 0	9 15	...	...
94½	94½	14 40	10 80	7 90	**Carignan**			9 30	12 35	4 15	9 30	...	...
100½	100½	15 30	11 45	8 40	**Longuyon**			9 45	12 50	4 30	9 45	...	...
106½	106½	16 20	12 15	8 90	**Conflans**			10 0	1 5	4 45	10 0	...	...
112½	112½	17 10	12 80	9 40	**Audun-le-Roman** ...			10 15	1 20	5 0	10 15	...	...
118½	118½	18 0	13 50	9 90	**Longwy**			10 30	1 35	5 15	10 30	...	...
124½	124½	18 90	14 15	10 40	**Rodange**			10 45	1 50	5 30	10 45	...	...
130½	130½	19 80	14 85	10 90	**Athus**			11 0	2 5	5 45	11 0	...	...
136½	136½	20 70	15 50	11 40	**Arlon**			11 15	2 20	6 0	11 15	...	...
142½	142½	21 60	16 20	11 90	**Jamoigne**			11 30	2 35	6 15	11 30	...	...
148½	148½	22 50	16 90	12 40	**Virton**			11 45	2 50	6 30	11 45	...	...
154½	154½	23 40	17 55	12 90	**Montmedy**			12 0	3 5	6 45	12 0	...	...
160½	160½	24 30	18 20	13 40	**Carignan**			12 15	3 20	7 0	12 15	...	...
166½	166½	25 20	18 90	13 90	**Villers-Cernay** ...			12 30	3 35	7 15	12 30	...	...
172½	172½	26 10	19 55	14 40	**Vrigne-aux-Bois** ...			12 45	3 50	7 30	12 45	...	...
178½	178½	27 0	20 25	14 90	**Mezieres-Charleville**			1 0	4 5	7 45	1 0	...	...
A	B	C	D			1	2	3	4	5	6	7	8

| | | |

STRASBOURG and PARIS.—Chemin de Fer de l'Est. [97-10

TRAINS.

English Miles.	STATIONS.	FARES. 1st class	FARES. 2nd class	FARES. 3rd class	1 1,2,3 class a.m.	2 1,2,3 class a.m.	3 1,2,3 class p.m	4 1,2,3 class a.m.	5 1,2,3 class p.m.	6 1,2,3 class p.m.	7 1,2,3 class p.m.	8 1 & 2 class a.m.	9 1,2,3 class p.m.	10 1,2,3 class p.m.	11 1st Ex. p.m.	12 1,2,3 class p.m.	13	14
Dis.	BALE (page 59) dep.	fr. c.	fr. c.	fr. c.	...	...	...	...	p. m.	p.m.	p.m.	a.m.	p. m.	p.m	p.m.	p.m.	...	...
—	Strasbourg dep.	—	—	—	...	...	...	5 30	9 0	...	Trains 8 and 11 do not take horses or carriages; all the others do.	11 0	5 55	5 25	5 25	7 35	...	...
6	Vendenheim	0 85	0 65	0 45	...	...	...	5 45	9 16	...		11 13	6 13	12 40	5 38	7 53	...	...
10½	Brumath	1 60	1 5	0 75	...	...	...	6 1	9 33	...		...	6 33	12 55	...	8 10	...	...
14½	Mommenheim	2 35	1 65	1 7	...	...	...	6 11	9 43	...		...	6 45	1 11	...	...	...	...
16½	Hochfelden	2 55	1 90	1 25	...	...	...	6 20	9 53	4		...	7 0	1 30	6 2	8 27	...	...
22½	Dettwiller	3 65	2 70	1 80	...	...	...	6 33	10 6	...		...	7 16	1 43	...	...	...	...
27½	Steinbourg	4 25	3 20	2 10	...	...	...	6 41	10 14	...		...	7 26	1 51	...	8 47	...	...
27½	Saverne	4 25	3 20	2 10	...	...	...	6 54	10 25	...		11 55	7 35	2 5	6 25	9 2	...	...
33½	Lutzelbourg [Tunnel.]	4 90	3 70	2 75	...	...	...	7 10	Stop	...		...	Stop	2 21	...	9 19	...	...
35½	Sarrebourg	5 25	3 95	4 35	...	...	...	7 39	...	...		12 36	...	2 51	7 3	9 50	...	...
44½	Heming	8 85	6 65	4 85	...	...	...	7 53	...	...		...	...	3 5	...	10 5	...	...
49½	Réchicourt	6 75	5 50	4 85	...	...	...	8 9	...	...		...	...	3 21	...	10 22	...	...
54½	Avricourt	7 50	5 75	4 85	...	...	...	8 17	...	...		1 39	...	3 29	7 30	10 31	...	...
57½	Embermenil	8 50	6 20	4 85	...	...	...	8 31	...	...		1 43	...	3 43	...	10 46	...	...
63½	Marainviller	9 15	6 70	4 85	...	...	...	8 45	...	...		...	...	3 57	...	11 1	...	...
68½	Lunéville	9 85	7 20	4 85	...	...	...	9 2	...	...		...	...	4 15	8 4	11 19	...	...
73½	Blainville-la-Grande	10 60	7 75	4 85	...	...	...	9 19	...	...		...	...	4 34	8 21	11 37	...	...
78½	Rosières-aux-Salines	11 10	8 15	5 50	...	...	...	9 30	...	...		...	...	4 45	...	...	...	...
83½	Varangeville St. Nicolas	11 80	8 45	5 75	...	...	...	9 39	...	...		...	...	4 54	...	11 53	...	...
93½	Nancy (*Buffet*) arr	12 80	9 25	6 20	...	...	...	10 0	...	...		2 7	...	5 13	8 48	12 15	...	...
								Stop				a.m.		p.m.	p.m.	a.m.		
	Epinal dep	—	—	—	...	...	...	...	...	...		11 30	...	2 51	7 3	9 50	...	...
10	Chatel-Nonoxy	1 80	1 35	1 0	...	...	...	...	...	...		11 53	...	3 5	...	10 5	...	...
16½	Charmes	2 90	2 90	1 60	...	...	...	...	...	...		12 15	...	3 21	...	10 22	...	...
22½	Bayon	4 5	3 0	2 20	...	...	...	...	...	...		12 32	...	3 29	7 30	10 31	...	...
27½	Einvaux	4 95	3 70	2 70	...	...	...	...	...	...		12 45	...	3 43	...	10 46	...	...
31½	Blainville-la-Grande	5 7	4 30	3 15	...	...	...	...	...	...		1 6	...	3 57	...	11 1	...	...
35½	Rosières-Aux-Salines	6 40	4 80	3 50	...	...	...	...	...	...		1 16	...	4 7	8 4	11 19	...	...
38½	Varangeville-St.-Nicholas	6 95	5 20	3 80	...	...	...	...	...	...		1 25	...	4 15	8 21	11 37	...	...
44½	Nancy arr	8 30	6 20	4 55	...	...	...	...	...	...		1 45	...	4 34	8 32	11 37	...	...
					a.m.	a.m.	p.m.	a.m.	p.m.	p.m.		p.m.	p.m.	p.m	p.m.	a.m.		
	Nancy dep	...	...	9 75	...	...	...	...	Stop	1 20		2 17	...	5 25	9 3	12 25	...	...
9	Frouard (page 58)	17 70	13 25	9 75	...	...	...	...	...	1 37		2 32	...	5 44	9 19	12 49	...	...
18½	Liverdun	18 50	13 85	10 15	...	...	...	...	...	1 55		...	...	5 59	...	...	...	...
19½	Fontenoy-sur-Moselle	19 50	14 60	10 70	...	...	...	...	...	2 21		3 7	...	6 14	...	...	...	...
20½	Toul	20 50	15 25	11 25	...	...	...	...	...	2 35		...	...	6 32	9 56	1 32	...	...
28½	Foug	21 30	15 95	11 70	...	...	...	...	...	2 46		...	...	6 53	...	...	...	...
31½	Pagny-sur-Meuse. [T.]	21 75	16 30	11 95	...	...	...	...	...	2 58		...	...	7 3	...	...	...	...
32½	Sorcy	22 40	16 80	12 30	...	...	...	...	...	3 49		...	...	7 21	10 20	2 13	...	...
33½	Commercy	23 30	17 45	13 80	...	...	...	...	...	4 5		...	...	7 34	...	...	...	...
38½	Lérouville	23 95	18 0	13 20	...	...	...	...	...	4 38		...	...	7 59	...	...	...	...
41½	Loxeville	25 40	19	14 0	...	...	...	...	...	5 0		...	...	8 21	11 9	3 4	...	...
46½	Nancois-le-Petit	26 55	19 90	14 60	...	...	...	...	...	5 19		...	...	8 32	...	...	...	...
51½	Longeville	27 35	20 50	15 5	...	...	...	...	...	5 41		4 33	...	8 50	11 31	3 30	...	...
54½	Bar-le-Duc (*Buffet*)	27 90	20 90	15 35	...	...	...	...	...	6 0		...	...	9 5	...	...	...	...
59½	Musey	...	...	...	...	...	...	...	...	6 15		...	...	9 17	...	...	...	...
165	Revigny	29 55	21 80	16 25	...	...	...	...	...	6 31		...	...	9 30	11 56	...	...	...
169	Semaise	30 35	22 75	16 70	...	...	...	...	...	6 43		...	...	9 40	...	...	...	...
172	Pargny	31 0	23 35	17 5	...	...	...	...	...	6 59		...	...	9 53	12 14	4 25	...	...
177	Blésme arr	31 90	23 95	17 55	...	...	...	...	...	...		5 16	...	...	...	...	...	...

N.B.—The running of the Trains on the Eastern Railway is regulated according to Paris meridian.

English Miles.	STATIONS.	1 1,2,3 class a.m.	2 1,2,3 class a.m.	3 1,2,3 class p.m	4 1,2,3 class a.m.	5 1,2,3 class p.m.	6 1,2,3 class p.m.	7 1,2,3 class p.m.	8 1 & 2 class a.m.	9 1,2,3 class p.m.	10 1,2,3 class p.m.	11 1st Ex. p.m.	12 1,2,3 class p.m.	13	14
	Nancy dep.	6 15	...	...	...	...	1 20		...	...	5 25	9 3	12 25	...	...
9	Frouard (page 58)	6 33	...	...	...	...	1 37		...	...	5 44	9 19	12 49	...	...
18½	Liverdun	6 45	...	...	...	...	1 55		...	...	5 59	...	...	...	...
19½	Fontenoy-sur-Moselle	7 3	...	...	...	...	2 21		3 7	...	6 14	...	...	...	...
20½	Toul	7 21	...	...	...	...	2 35		...	...	6 32	9 56	1 32	...	...
28½	Foug	7 33	...	...	...	...	2 46		...	...	6 53	...	...	...	...
31½	Pagny-sur-Meuse. [T.]	7 42	...	...	...	...	2 58		...	...	7 3	...	...	...	...
32½	Sorcy	7 52	...	...	...	...	3 49		...	...	7 21	10 20	2 13	...	...
33½	Commercy	8 10	...	...	...	...	4 5		...	...	7 34	...	...	...	...
38½	Lérouville	8 24	...	...	...	...	4 38		...	...	7 59	...	...	...	...
41½	Loxeville	8 39	...	...	...	...	5 0		...	...	8 21	11 9	3 4	...	...
46½	Nancois-le-Petit	9 11	...	...	...	...	5 19		...	...	8 32	...	...	...	...
51½	Longeville	9 22	...	...	...	...	5 41		...	...	8 50	11 31	3 30	...	...
54½	Bar-le-Duc (*Buffet*)	9 40	...	...	...	...	6 0		4 33	...	9 5	...	...	...	...
59½	Musey	9 52	...	...	...	...	6 15		...	...	9 17	...	...	...	...
165	Revigny	10 2	...	...	...	...	6 31		...	...	9 30	11 56	...	...	...
169	Semaise	10 14	...	...	...	...	6 43		...	...	9 40	...	...	...	...
172	Pargny	10 24	...	...	...	...	6 59		...	...	9 53	12 14	4 25	...	...
177	Blésme arr.	10 36	...	...	...	...	...		5 16	...	...	...	...	...	...

REIMS TO LAON AND TERGNIER.—Chemin de fer des Ardennes.

English Miles.	Fares. 1st class fr. c.	Fares. 2nd class fr. c.	Fares. 3rd class fr. c.	Stations.	Trains. 1,2,3 class a. m.	1,2,3 class p. m.	1,2,3 class p. m.	1,2,3 class p. m.
...	...	...	...	Reims (pages 10, 52, 53, 55) dep.	8 0	2 5	6 35	9 40
1	1 35	1 0	0 75	Loivre	8 20	2 21	6 53	...
2	2 45	1 85	1 45	Guignicourt	8 42	2 39	7 14	9 22
3	3 25	2 55	2 15	St. Erme-Montaigu	9 5	2 57	7 35	...
4	3 85	2 90	2 30	Couey-les Eppes	9 19	3 8	7 56	...
5	4 25	3 20	2 30	Laon arr.	9 40	3 28	8 15	10 15
...	...	...	...	TERGNIER (page 12) arr.	10 40	4 10	...	11 15

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PARIS to NANGIS, FLAMBOIN, MONTEREAU, HERME, TROYES, CHAUMONT, GRAY, LANGRES, VESOUL, BELFORT, ALTKIRCH, and MULHOUSE.—Chemin de fer de l'Est.

[12—5.—27-7

English Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1 1,2,3 class	2 1,2,3 class	3 1,2,3 class	4 1,2,3 class	5 1,2,3 class	*6 1,2,3 class	7 1,2,3 class	8 1,2,3 class	9 1st Ex.	10 1,2,3 class	11 1,2,3 class	12 1,2,3 class	13
Dis.	fr. c.	fr. c.	fr. c.	NO TUNNEL	a.m.	a.m.	a m.	p.m	p m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
—	—	—	—	**Paris** dep.	6 20	8 35	10 0	12 10	1 40	12 40	4 45	5 40	7 45	8 40	...	15 0	...
...	1 0	0 75	0 55	Noisy-le-Sec	6 36	8 51	10 15	12 24	1 55	12 55	5 1	5 54	...	8 56	...	...	...
8	1 25	0 90	0 60	Rosny-sous-Bois	6 46	9 1	10 26	12 34	2 6	1 6	5 11	6 4	...	9 6	...	...	...
10¼	1 25	0 90	0 60	Nogent-sur-Marne	6 55	9 11	10 34	12 43	2 16	1 15	5 20	6 13	...	9 16	...	12 35	...
13	1 70	1 20	0 85	Villiers	7 4	9 20	Stop	12 52	2 26	Stop	5 29	6 22	...	9 26	...	...	...
17¼	2 50	1 80	1 25	Emeraînville-Pontault	7 17	9 33	Stop	1 5	2 40	Stop	5 42	6 35	...	9 40	...	...	...
20¼	3 5	2 20	1 60	Ozouer-la-Ferrière	7 27	9 43	...	1 15	2 50	...	5 52	6 45	...	9 51	...	...	...
24¼	3 70	2 75	1 95	**Gretz**	7 41	9 57	...	1 29	3 0	...	6 7	6 59	8 39	10 0	...	1 17	...
27¼	4 30	3 15	2 25	Villepatour-Coubert	7 51	10 7	...	1 39	Stop	...	6 17	7 9	...	Stop	...	...	...
30¼	4 85	3 55	2 50	Ozouer-le-Voulgis	8 0	10 16	...	1 48	Stop	...	6 26	7 18	...	Stop	...	...	...
33	5 30	3 90	2 50	Verneuil	8 8	10 24	...	1 56		...	6 34	7 26	8 58		...	...	
36¼	5 95	4 40	3 20	Mormant	8 19	10 35	...	2 7	...	...	6 45	7 37	9 8	...	...	...	
43¼	7 20	5 35	3 85	**Nangis**	8 43	10 55	...	2 31	...	...	7 9	8 1	9 25	...	...	2 13	
50	8 30	6 20	4 45	Maison-Rouge	8 59	Stop	...	2 47	...	...	7 25	8 17	...	...	...	...	
55¼	9 35	6 95	5 0	**Longueville** arr.	9 12	Stop	p.m.	3 0	...	...	7 38	8 30	9 48	...	...	2 43	
...	...	...	...	**Longueville** dep.	9 35		10 0	3 40	...	...	...	7 50	...	...	...	...	
59	9 75	7 25	5 20	**Provins** arr.	9 50	...	10 15	3 55	...	...	...	8 5	...	p.m	...	...	
58	9 35	6 95	5 0	Chalmaison	9 28	...	...	3 13	...	...	7 51	8 43	...	12 13	...	...	
59	9 35	6 95	5 0	**Flamboin** arr.	9 36	a.m.	p.m.	3 20	...	...	7 58	8 55	10 5	12 20	p.m.	3 4	
...	...	...	...	**Flamboin** dep.	10 20	6 40	12 30	...	...	...	...	Stop	...	Stop	6 20	...	
62	9 35	6 95	5 0	Les Ormes	10 40	7 0	12 49	...	...	...	...		...		6 30	...	
63¼	9 35	6 95	5 0	Vimpelles	10 54	7 12	1 1	...	...	...	...	...	...	...	6 42	...	
68¼	9 35	6 95	5 0	Châtenay	11 16	7 31	1 18	...	...	...	...	...	...	...	7 1	...	
76¼	13 80	10 35	7 60	**Montereau** arr.	11 40	7 55	1 40	...	...	...	...	...	...	...	7 25	...	
...	...	...	...	**Flamboin** (*Bifurcation*) dep.	9 43	Stop	Stop	3 25	...		8 3	...	10 9	...	Stop	3 12	
62	11 20	8 40	6 15	**Herme**	9 52			3 34	...		8 12	...	...	...			
68¼	12 45	9 30	6 85	Nogent-sur-Seine	10 14	...	...	3 57	...		8 35	...	10 30	...	...	3 43	
80	14 45	10 85	7 95	Romilly	10 47	...	...	4 31	...		9 9	...	10 56	...	...	4 18	
87½	15 80	11 85	8 70	Mesgrigny	11 6	...	...	4 51	...		9 29	...	11 13	...	...	4 40	
91¼	16 45	12 35	9 5	St. Mesmin	11 17	...	...	5 2	...		9 40	...	...	...	...	...	
103¼	18 70	14 5	10 30	**Troyes** (*Buffet*)	12 10	...	...	5 55	...		10 45	...	11 52	...	...	5 35	
108¼	19 60	14 70	10 60	Rouilly-St.-Loup	12 24	...	...	6 9	...		Stop	...	...	...	...	5 49	
113¼	20 40	15 30	11 20	Lusigny	12 36	...	...	6 21	...			...	...	...	...	6 1	
117¼	21 15	15 90	11 65	Montiéramey	12 47	...	...	6 32	...			...	...	...	...	6 12	
123¼	22 30	16 70	12 25	Vendeuvre	1 4	...	...	6 52	...		...	...	12 36	...	...	6 31	
130¼	23 50	17 65	12 95	Jessaint	1 22	...	...	7 9	...		...	...	12 53	...	...	6 48	
137	24 75	18 55	13 60	**Bar-sur-Aube**	1 43	...	...	7 30	...		...	...	1 12	...	...	7 9	
148¾	26 90	19 65	14 40	Marianville	2 13	...	...	8 1	...		...	...	...	...	...	7 39	
155	28 0	20 15	14 80	Bricon	2 33	a.m.	...	8 20	...		...	...	...	...	...	7 58	
162¼	29 35	21 0	15 40	**Chaumont**	3 1	5 25	...	8 43	...		...	...	2 14	...	...	8 24	
170	30 70	22 0	16 15	Foulain	3 19	5 46	...	9 1	...		...	...	...	...	...	8 42	
178	32 15	24 10	17 70	Rolampont	3 39	6 10	...	9 21	...		...	...	...	...	...	9 9	
194¾	33 30	24 95	18 30	**Langres**	3 59	6 33	...	9 41	...		...	...	2 58	...	...	9 21	
191	34 50	25 85	19 0	**Chalindrey** arr.	4 15	2 52	...	10 0	...		...	...	3 12	...	a.m.	9 37	
...	...	...	...	**Chalindrey** dep.	...	7 50	...	Stop	...		5 40	...	...	...	11 20	...	
199	35 95	26 95	19 75	Maats	...	8 11	...		...		6 8	...	...	...	11 48	...	
206¼	37 30	27 95	20 50	Champlitte	...	8 33	...	...	...		6 41	...	...	...	12 16	...	
212¼	38 40	28 80	21 15	Oyrières	...	8 50	...	...	...		7 4	...	...	...	12 39	...	
218¼	39 55	29 65	21 75	**Gray** arr.	...	9 5	...	...	...		7 25	...	...	...	1 1	...	
196¼	35 50	26 65	19 55	Hortes	4 35	7 19	...	...	...		Stop	...	...	...	...	9 56	
201	36 30	27 20	19 95	Charmoy	4 47	7 33	...	...	...			...	...	...	...	10 8	
203¼	36 75	27 55	20 20	La Ferté-sur-Amance	5 0	7 47	...	...	...		...	...	3 48	...	...	10 21	
209¼	37 65	28 20	20 70	Vitrey	5 14	8 3	...	...	...		...	...	...	...	...	10 35	
215¼	38 85	29 15	21 40	Jussey	5 31	8 24	...	...	...		...	...	4 11	...	...	10 53	
219¼	39 65	29 75	80	Monthureux	5 43	8 38	1,2,3	...	...		...	...	...	...	...	11 5	
223¼	40 45	30 30	22 35	Faverney	6 6	9 8	class	...	...		...	...	4 30	...	...	11 33	
229¼	41 45	31 10	22 80	Port-sur-Saône	6 20	9 25	a.m.	...	...		...	...	...	...	...	11 47	
236¼	42 65	32 0	23 45	**Vesoul**	6 42	9 50	5 30	...	...		...	...	5 4	...	...	12 9	
241¼	43 55	32 70	23 95	Colombier	6 54		5 45	...	...		...	...	...	...	...	12 21	
245	44 25	33 20	24 35	Crévency	7 5	Stop	5 50	...	...		...	...	...	...	...	12 32	
244¾	46 5	34 50	25 30	Lure	7 42		6 39	1,2,3	1,2,3		...	...	5 54	...	...	1 5	
253¼	47 95	35 95	26 35	Champagney	8 12	...	7 14	class	class		...	...	6 16	...	...	1 36	
270¼	49 65	36 60	26 85	Bas-Evette	8 26	...	7 31	p.m.	p.m.		...	...	...	...	...	1 50	
274¼	49 80	37 20	27 30	**Belfort**	8 47	...	7 59	12 5	4 30		...	...	6 47	...	...	2 11	
278¼	50 20	37 70	27 65	Chèvremont	8 58	...	8 12	12 13	4 43		...	...	...	...	...	2 22	
284¼	51 20	38 40	28 15	Montreux Vieux	9 12	...	8 30	12 39	4 57		...	...	...	...	...	2 36	
289¼	52 10	39 5	28 60	Dannemarie	9 26	...	8 56	12 58	5 12		...	...	...	...	...	2 51	
294¼	53 20	39 90	29 25	**Altkirch**	9 42	...	9 18	1 26	5 29		...	...	7 39	...	...	3 10	
299¼	54 0	40 50	29 70	Ilfurth	9 54	...	9 33	1 42	5 41		...	...	7 40	...	...	3 22	
304¼	54 70	41 25	30 25	**Mulhouse** arr.	10 15	...	9 55	2 5	6 0		...	...	7 56	...	...	3 45	
307	55 20	41 65	30 15	BALE (page 58) arr.	11 25	...	12 5	...	...		...	...	9 10	...	...	6 5	

Remarks.—LUGGAGE: 66 lbs. of Luggage are allowed free of charge.

* Runs on Sundays and Fêtes only.

RETURN TICKETS issued on Saturday will be available until the Monday following.

MULHOUSE, ALTKIRCH, BELFORT, VESOUL, LANGRES, GRAY, CHAUMONT, TROYES, HERME FLAMBOIN, MONTEREAU, AND NANGIS, TO PARIS.—Chemin de fer de l'Est.

English Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1 1,2,3 class	2 1,2,3 class	3 1,2,3 class	4 1,2,3 class	5 1,2,3 class	6 1,2,3 class	7 1,2,3 class	8 1,2,3 class	9 1,2,3 class	10 1,2,3 class	11 1,2,3 class	12 1st Ex.	13 1,2,3 class
Dis. From	fr. c.	fr. c.	fr. c.		a.m.	p.m.	a.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	a.m.
—	—	—	—	BALE (page 59).....dep.	...	...	...	...	...	...	..	...	...	...	9 40	3 25	11 55
—	—	—	—	**Mulhouse**.....dep.	..	6 30	...	...	...	...	5 15	7 20	...	...	11 35	5 5	3 15
6¼	1 10	0 85	0 60	Illfurth	...	6 53	...	...	...	...	5 31	7 41	...	...	11 51	...	3 35
10½	1 90	1 45	1 5	**Altkirch**.....	...	7 12		...	...	...	5 44	7 57	...	...	12 6	5 32	3 53
16	2 90	2 20	1 60	Dannemarie.....	...	7 32		...	...	...	5 59	8 12	...	...	12 22	5 47	4 12
21¾	3 90	2 95	2 15	Moutreux Vieux	...	7 50		...	...	...	6 12	8 28	...	...	12 36	...	4 28
26¾	4 80	3 60	2 65	Chèvremont	...	8 8		...	...	...	6 27	8 42	...	...	12 50	...	4 44
30½	5 50	4 10	3 0	**Belfort**	...	8 37		...	...	...	0 45	8 55	...	...	1 10	6 36	4 56
34½	6 25	4 70	3 45	Bas-Evette	...	8 51		...	...	...	6 58	Stop	...	...	1 23	...	
39¼	7 15	5 40	3 95	Champagney	...	9 8		...	...	...	7 11		...	...	1 37	6 46	Stop
49¼	8 95	6 70	4 95	Lure.....	...	9 45		...	...	...	7 40		...	...	2 9	7 12	
60½	10 85	8 15	6 0	Créveney	...	10 18		...	...	...	8 9	...	...	...	2 38	...	...
63¾	11 55	8 65	6 35	Colombier	...	10 32		...	...	...	8 20	...		...	2 49	...	...
68½	12 30	9 25	6 80	**Vesoul**	5 0	10 50		...	...	...	8 37	...		...	3 16	8 6	...
75¾	13 65	10 25	7 50	Port-sur-Saône	5 22	Stop		...	...	...	8 55	...		...	3 34	...	...
81¼	14 65	11 0	8 5	Port d'Atelier	5 40			...	...	...	9 18	...		...	3 51	8 33	...
86½	15 45	11 60	8 50	Monthureux	5 55			...	...	...	9 30	...		...	4 3	...	...
90	16 25	12 20	8 94	Jussey	6 10	...		...	...	...	9 42	...		...	4 16	8 53	...
96¾	17 45	13 10	9 60	Vitrey	6 31	...		...	...	...	10 0	...		...	4 33	...	...
101½	18 35	13 80	10 10	La Ferté-Bourbonne	6 52	...		...	...	...	10 19	...		...	4 55	9 20	...
104¼	18 18	14 10	10 35	Charmoy	7 2	...		...	...	...	10 28	...		...	5 4	...	...
108½	19 60	14 70	10 80	Hortes	7 18	...		...	...	...	10 41	...		p.m.	5 17	...	...
From		Gray.		**Gray**.....dep.	...	...		...	...	...	9 20	...		2 10	...	7 55	...
6¼	1 10	0 85	1 60	Oyrières	...	...		...	...	...	9 37	...		2 35	...	8 15	...
12½	2 25	1 70	1 25	Chanditte	..	...		...	...	...	9 55	...		3 1	...	8 46	...
20½	3 70	2 75	2 5	Mantz.....	...	...		...	...	...	10 16	...		3 29	...	9 14	...
28	5 5	3 80	2 75	**Challindrey**.....arr.	...	...		a.m.	...	...	10 35	...		3 55	...	9 40	...
114	20 60	15 15	11 35	**Challadrey**.....dep.	7 45	...		5 50	...	...	11 7	...		Stop	5 38	9 58	...
121	21 85	16 40	12 0	**Langres**	8 9	...		6 8	...	...	11 29	...			5 59	10 20	...
127	22 95	17 20	12 65	Rolampont	8 29	...		6 23	...	...	11 45	...		...	6 15	...	...
135¼	24 40	18 30	13 45	Voulain	8 53	...		6 41	...	...	12 5	...		...	6 35	...	...
142½	25 75	19 30	14 15	**Chaumont**	9 15	...		7 3	...	...	12 32	...		...	7 17	11 7	...
150	27 10	20 35	14 90	Bricon	Stop	...		7 21	...	...	12 51	...		...	7 36	11 23	...
156¼	28 20	21 15	15 50	Maranville		...		7 38	...	...	1 9	...		...	7 59	...	...
168	30 35	22 75	16 70	**Bar-sur-Aube**		...		8 11	...	...	1 46	...	...	...	8 33	12 1	...
174½	31 50	23 60	17 50	Jessains.....	...	...	...	8 28	...	...	2 3	...	...	...	8 50	12 17	...
181	32 70	24 55	18 0	Vendeuvre	...	...	...	8 45	...	...	2 21	...	...	...	9 8	12 35	...
187¾	33 95	24 45	18 65	Montiéramey	...	...	...	9 2	...	...	2 38	...	...	...	9 25	...	...
191¼	34 60	25 95	19 5	Lusigny	...	...	...	9 13	...	...	2 49	...	...	...	9 36	...	...
196¾	35 50	26 65	19 35	Rouilly-Saint-Loup	...	...	a.m.	9 25	...	...	3 2	...	...	...	9 49	...	...
201½	36 40	27 30	20 0	**Troyes** (*Buffet*)	...	...	6 30	9 58	...	...	3 35	...	...	...	10 22	1 30	...
213¾	38 55	28 90	21 20	Saint-Mesmin	...	...	7 4	10 32	...	...	4 19	...	...	...	...	...	...
217¾	39 30	29 50	21 60	Mesgrigny.....	...	...	7 16	10 44	...	...	4 21	...	...	...	10 59	2 3	...
225	40 65	30 50	22 35	**Romilly**.....	...	...	7 39	11 7	...	...	4 46	...	...	...	11 23	...	...
230¼	42 65	32 0	23 45	Nogent-sur-Seine	...	...	8 11	11 37	...	...	5 17	...	...	...	11 51	2 39	...
243	43 90	32 95	24 15	**Herme**	...	...	8 32	11 58	...	...	5 38	...	...	...	...	...	...
246¼	44 45	33 35	24 45	**Flamboin** .....arr.	p.m.	...	8 40	12 6	a.m.	p.m.	5 46	...	...	...	12 14	2 58	...
263¾	47 60	35 70	26 20	**Montereau**	2 10	...	...	10 55	8 25	6 30	...	...	...	...	...	...	...
255¼	46 15	34 60	25 40	Châteauy	2 34	...	...	11 19	8 48	6 57	...	...	...	...	...	...	...
251	45 35	34 0	24 95	Vimpelles	2 49	...	...	11 37	9 3	7 15	...	...	...	...	...	...	...
249¼	45 0	33 75	24 75	Les Ormes.....	3 0	...	...	11 51	9 16	7 33	...	...	...	...	...	...	...
...	...	...	...	**Flamboin**	3 10	a.m.	...	12 0	9 25	7 45	...	p.m.	...	...	...	...	...
...	...	...	...	**Flamboin** (*Bifurcation*)dep.	...	6 25	8 46	12 16	...	Stop	5 51	3 20	...	...	12 21	3 3	...
247¼	44 70	33 50	24 60	Chalmaison	...	6 33	8 54	12 24	...		5 59	3 28	...	...	...	...	...
—	—	—	—	**Provins** .....dep.	...	6 20	8 35	...	11 45	...	5 50	Stop	...	...	...	...	...
4¼	0 40	0 30	0 20	**Longueville** .....arr.	...	6 35	8 50	...	12 0	...	6 5		...	...	...	...	...
249¾	45 15	33 85	24 80	**Longueville** .....dep.	...	6 45	9 6	12 30	Stop	...	6 13	...	...	...	12 38	3 19	...
255¼	46 15	34 60	25 40	Maison Rouge.....	...	6 59	9 20	12 52		p.m	6 27	...	...	...	...	...	...
261¾	47 25	35 45	26 0	**Nangis**	...	7 19	9 40	1 12	...	3 35	6 47	...	...	...	1 10	3 47	...
268¼	48 50	36 35	26 65	Mormant	...	7 39	10 0	1 32	...	3 55	7 7	...	...	...	...	4 2	...
272¾	49 55	36 90	27 5	Verneuil	...	7 50	10 11	1 43	...	4 0	7 18	...	...	...	...	...	...
274¾	49 60	37 20	27 30	Ozouer-le-Voulgis	...	7 58	10 19	1 51	...	4 14	7 26	...	...	...	...	...	...
277¼	50 5	37 55	27 55	Villepatour-Coubert	a.m.	8 8	10 29	2 2	...	4 24	7 36	...	...	p.m.	...	...	...
280¾	50 75	38 5	27 90	**Gretz**	7 0	8 22	10 44	2 16	...	4 40	7 50	...	...	8 20	1 57	4 33	...
284¼	51 40	38 55	28 25	Ozouer-la-Ferrière.....	7 16	8 32	10 54	2 26	...	4 51	8 0	...	...	8 30	...	...	...
287¾	51 95	39 0	28 60	Emeraînville-Pontault	7 30	8 42	11 4	2 36	...	5 2	8 10	...	...	8 40	...	...	...
288	52 75	39 55	29 0	**Villiers**	7 31	8 53	11 15	2 47	...	5 14	8 21	p.m.	p.m.	8 51	...	...	...
294¼	53 20	39 90	29 25	**Nogent-sur-Marne**	7 42	9 2	11 25	2 57	...	5 25	8 31	3 40	8*10	9 2	2 31	...	...
297¾	53 65	40 25	29 80	**Bonny-sous-Bois**.....	7 50	9 11	11 33	3 5	...	5 33	8 39	3 48	8 18	9 10	...	...	...
304¼	54 10	40 55	29 75	**Noisy-le-Sec**.....	8 1	9 21	11 43	3 15	...	5 43	8 49	3 58	8 28	9 21	2 46	...	...
308¾	55	41	30	**Paris**.....arr.	8 20	9 45	12 5	3 35	...	6 10	9 5	4 20	8 30	9 45	3 10	5 30	...

* Runs only on Sundays and Fêtes.

The Express Trains do not convey Horses or Carriages.

Return Tickets issued on Saturday will be available until the Monday following.

STRASBURG, COLMAR, MULHOUSE, THANN, AND BALE.—Chemin de fer de l'Est.

English Miles.	¶ Fares. From Paris. 1st class	2nd class	3rd class	Stations.	Trains. 1 1,2,3 class	2 1,2,3 class	3 1,2,3 class	4 1,2,3 class	5 1,2,3 class	6 1,2,3 class	7		
Dis.	fr. c.	fr. c.	fr. c.	PARIS (page 52) NEUSTADT (page 97) WISSEMBOURG (page 96) STRASBURG (page 59) ..... arr.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.			
—	—	—	—	**Strasburg** ..... dep.	...	4 50	7 55	1 0	4 55	6 15	...	...	...
7	57 25	42 90	31 50	Geispolsheim	...	5 10	8 12	1 20	5 19	6 34	...	...	...
8½	57 55	43 20	31 64	Fegersheim	...	5 17	...	1 27	5 27	6 41	...	...	...
11½	58 0	43 50	31 90	Limersheim	...	5 29	...	1 35	5 36	6 49	...	...	...
12½	58 25	43 85	32 '	Eastein	...	5 34	8 20	1 44	5 47	6 58	...	...	...
15½	58 25	43 95	32 .	Matzenheim	...	5 41	...	1 51	5 55	7 5	...	...	...
18	58 25	43 95	32 5	Benfeld	...	5 50	8 41	2 0	6 6	7 13	...	...	...
21½	58 25	43 95	32 5	Kogenheim	...	6 0	...	2 10	6 18	...	...	...	...
23½	58 25	43 95	32 5	Ebersheim	...	6 9	...	2 19	6 28	...	...	...	...
26	58 25	43 95	32 5	**Schlestadt**	...	6 26	9 5	2 35	6 47	7 40	...	...	...
31½	58 25	43 95	32 5	Saint-Hippolyte	...	6 36	...	2 45	6 59	...	...	...	...
34½	58 25	43 95	32 5	Ribeauvillé	...	6 46	9 19	2 55	7 10	7 55	...	...	...
36½	58 25	43 95	32 5	Ostheim	...	6 53	...	3 2	7 18	...	...	...	...
38½	58 25	43 95	32 5	Rennwihr	...	7 0	9 39	3 9	7 26	8 6	...	...	...
39½	58 25	43 95	32 5	**Colmar**	...	7 18	9 42	3 24	7 40	8 21	...	...	...
45	58 25	43 95	32 5	Eguisheim	...	7 27	...	3 33	Stop	8 30	...	...	...
46½	58 25	43 95	32 5	Herrlisheim	...	7 33	...	3 39		8 36	...	...	...
50½	58 25	43 95	32 5	Rouffach	...	7 46	10 1	3 51		8 48	...	...	...
53½	58 25	43 95	32 5	Merxheim	...	7 56	...	4 1	...	8 58	...	...	...
58	58 25	43 95	32 5	Bollwiller	...	8 10	10 18	4 14	...	9 11	...	...	...
61½	58 25	43 95	32 5	Wittelsheim	...	8 19	...	4 23	...	9 20	...	...	...
65½	58 25	43 95	32 5	**Lutterbach Junction** ..... arr.	...	8 36	10 38	4 39	...	9 37	...	...	...
						a.m.	a.m.	p.m.		p.m.			
...	...	...	...	**Mulhouse** ..... dep.	...	8 35	11 10	4 45	...	9 40	...	...	...
3½	...	...	...	Dornach	...	8 43	11 19	4 53	...	9 48	...	...	...
3½	...	...	...	**Lutterbach Junction**	...	8 50	11 27	5 0	...	9 55	...	...	...
10½	58 05	44 20	32 35	Cernay	...	9 6	11 51	5 16	...	10 11	...	...	...
13	59 15	44 50	32 65	**Thann** ..... arr	...	9 15	12 5	5 25	...	10 20	...	...	...
					a.m.	a.m.	a.m.	p.m.		p.m.			
...	...	...	...	**Lutterbach Junction** ..... dep.	...	8 36	10 38	4 39	...	9 37	...	...	...
66½	58 25	43 95	32 5	Dornach	...	8 43	10 44	4 46	...	9 44	...	...	...
69	58 25	43 95	32 5	**Mulhouse** (page 57) ..... arr.	...	8 55	10 55	4 57	...	9 55	...	...	...
...	...	...	...	" ..... dep.	8 10	9 15	11 5	5 5	...	10 25	...	...	...
72	58 85	44 35	32 35	Rixheim	8 20	9 25	11 14	5 15	...	10 35	...	...	...
73	59 0	44 50	32 50	Habsheim	8 25	9 30	11 19	5 20	...	10 40	...	...	...
79½	60 10	45 30	33 15	Sierentz	8 40	9 45	11 34	5 35	...	10 55	...	...	...
82	60 40	45 60	33 30	Bartenheim	8 47	9 52	11 41	5 42	...	11 2	...	...	...
86½	61 30	46 25	33 60	Saint-Louis	9 4	10 9	11 58	5 59	...	11 19	...	...	...
89	61 75	46 55	33 75	**Bale** ..... arr.	9 10	10 15	12 5	6 5	...	11 25	...	...	...
				LUCERNE (page 150)									

Luggage.—15 kil. free; overweight charged for according to weight and distance.
All the trains TO Bale stop 5 minutes, and FROM Bale 10 minutes, at the Custom-house of St. Louis.
The running of the Trains on the Eastern Railway is regulated according to Paris Meridian.

STRASBURG, HAGUENAU, AND WEISSENBURG.—Chemin de fer de l'Est.

English Miles.	Fares. 1st class	2nd class	3rd class	STATIONS.	Trains. 1 1,2,3	2 1,2,3	3 1,2,3	4 1,2,3	5	6			
Dis.	fr. c.	fr. c.	fr. c.	PARIS (page 59)	a.m.	noon	p.m.	p.m.					
—	Frm	Par	is.	**Strasburg** ..... dep.	7 10	12 0	3 30	6 25	...	...	...	...	...
...	...	...	...	Vendenheim ..... (Bifurcation).	7 24	12 14	3 49	6 50	...	...	...	...	...
...	55 20	41 40	30 35	Hoerdt	7 35	12 26	4 5	7 2	...	...	...	...	...
...	55 20	41 40	30 65	Bischwiller	7 49	12 42	4 27	7 18	...	...	...	...	...
...	55 20	41 40	30 65	Marienthal	7 55	12 48	4 35	7 21	...	...	...	...	...
...	55 20	41 40	30 62	**Haguenau**	8 6	1 1	4 55	7 35	...	...	...	...	...
...	57 60	43 45	31 20	Walbourg	8 19	1 14	5 12	Stop	...	...	...	...	...
...	57 75	43 45	31 20	Soultz-sous-Forêts	8 32	1 28	5 35		...	...	...	...	...
...	57 75	43 45	31 20	Hoffen	8 40	1 36	5 42		...	...	...	...	...
...	57 75	43 45	31 20	Hundsbach	8 46	1 44	5 51	...	...	...	...	...	...
...	57 75	43 45	31 20	**Weissenburg** ..... arr.	9 0	2 0	6 10	...	...	...	...	...	...
				NEUSTADT (p. 96)									

¶ The Franc is equal to 100 centimes, or 9½d.

Passengers.—Children under 7 years of age, when with their parents, go free; older Children pay the full fare.—Travelling Carriages, 4-wheeled, from Bale to Strasburg, 70 frs.; 2-wheeled, 60 frs.; post horses are not included in this rate—they are paid for separately by the traveller. Horses charged 15 cents. per Kilometre.—Omnibuses to the neighbouring towns stand at all the stations; their fares differ from 1 fr. to 1 fr. 50 cts. according to distance.—Dogs charged 3rd part of the fare for 2nd places.—N.B.—Travellers can book through from Paris to any French station on the Strasburg and Bale Railway.

BALE, MULHOUSE, THANN, COLMAR, AND STRASBURG.—Chemin de fer de l'Est.

English Miles.	¶ Fares. 1st Cls.	2nd Cls.	3rd Cls.	Stations.	Trains. 1 1,2,3 class	2 1,2,3 class	3 1,2,3 class	4 1,2,3 class	5 1,2,3 class	6 1,2,3 class	7	8	9	10	11
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.					
—	—	—	—	**Bale** ..... dep.	...	5 20	9 40	11 55	3 25	4 45	...	...	...	..	...
2	0 40	0 25	0 15	Saint-Louis	...	5 41	10 1	12 16	3 45	5 6	...	...	...	...	...
6¾	1 25	0 90	0 70	Bartenheim	...	5 54	10 14	12 29	3 58	5 19	...	...	...	...	...
9¾	1 55	1 20	0 85	Sierentz	...	6 1	10 21	12 36	4 5	5 26	...	...	...	...	...
15	2 70	2 0	1 50	Habsheim	...	6 16	10 36	12 51	4 21	5 41	...	...	...	...	...
16½	2 90	2 20	1 60	Rixheim	...	6 21	10 41	12 56	4 26	5 46	...	...	...	...	...
19¼	3 45	2 60	1 90	**Mulhouse** (page 57) ..... arr.	...	6 30	10 50	1 5	4 35	5 55	...	...	...	...	...
...	...	...	...	" ..... dep.	...	6 38	10 58	1 13	Stop	6 3	...	...	...	...	...
21¼	3 80	2 85	2 10	Dornach	...	6 50	11 10	1 25		6 12	...	...	...	...	...
23¾	4 15	3 10	2 30	**Lutterbach Junction** ..... arr.	...	6 58	11 18	1 33		6 23	...	...	...	...	...
						a.m	a.m.	p.m.		p.m.					
—	—	—	—	**Thann** ..... dep.	...	6 5	9 45	12 40	...	5 45	...	...	...	...	...
2¾	0 65	0 50	0 35	Cernay	...	6 24	9 56	12 59	...	6 56	...	...	...	...	...
9¼	1 70	1 25	0 90	**Lutterbach Junction**	...	6 44	10 11	1 18	...	6 11	...	...	...	...	...
10¾	2 0	1 50	1 10	Dornach	...	6 52	10 18	1 27	...	6 18	...	...	...	...	...
13	2 35	1 75	1 30	**Mulhouse**	...	7 0	10 25	1 35	...	6 25	...	...	...	...	...
					a.m.	a.m.	a.m	p.m.		p.m.					
...	...	...	...	**Lutterbach Junction** ..... dep.	...	6 58	11 18	1 33	...	6 23		...	...	...	...
26½	4 95	3 70	2 70	Wittelsheim	...	7 13	11 33	1 48	...	6 38		...	...	...	...
30	5 40	4 5	2 95	Bollwiller	...	7 23	11 43	1 58	...	6 48		...	...	...	...
34½	6 15	4 60	3 40	Merxheim	...	7 35	11 55	2 10	...	7 0		...	...	...	...
37½	6 85	5 10	3 75	Rouffach	...	7 46	12 6	2 21	...	7 11		...	...	...	...
42	7 50	5 65	4 15	Herrlisheim	...	7 57	12 17	2 32	...	7 22		...	...	...	...
43	7 75	5 80	4 25	Eguisheim	a m.	8 3	12 23	2 38	...	7 28		...	...	...	...
46½	8 30	6 20	4 55	**Colmar**	5 35	8 16	12 36	2 51	...	7 41		...	...	...	...
50½	8 95	6 70	4 95	Bennwihr	5 49	8 27	12 47	3 2	...	7 52		...	...	...	...
51½	9 30	6 95	5 10	Ostheim	5 57	8 34	12 54	3 9	...	7 59		...	...	...	...
53½	9 75	7 30	5 35	Ribeauvillé	6 8	8 42	1 2	3 17	...	8 7		...	...	...	...
57	10 20	7 65	5 60	Saint-Hippolyte	6 18	8 51	1 11	3 26	...	8 16		...	...	...	...
60	10 75	8 5	5 90	**Schlestadt**	6 34	9 5	1 25	3 40	...	8 30		...	...	...	...
64½	11 55	8 65	6 35	Ebersheim	6 49	9 17	1 37	3 52	...	8 42		...	...	...	...
66½	12 0	9 0	6 60	Kogenheim	7 0	9 26	1 46	4 1	...	8 51		...	...	...	...
70	12 65	9 50	6 95	Honfeld	7 14	9 37	1 57	4 12	...	9 2		...	...	...	...
72½	13 0	9 75	7 15	Matzenheim	7 24	9 45	2 5	4 20	...	9 10		...	...	...	...
74½	13 45	10 10	7 40	Erstein	7 33	9 53	2 13	4 28	...	9 18		...	...	...	...
77½	13 90	10 40	7 65	Limersheim	7 43	10 1	2 21	4 36	...	9 2	...	...	...	...	...
80½	14 35	10 75	7 80	Fegersheim	7 52	10 9	2 29	4 44	...	9 34	...	...	...	...	...
82	14 65	11 0	7 80	Geispolsheim	8 0	10 16	2 36	4 51	...	9 41	...	...	...	...	...
89	15 80	11 85	7 80	**Strasburg*** ..... arr.	8 25	10 35	3 0	5 10	...	10 0	...	...	...	...	...
399½	61 75	46 55	33 75	PARIS (page 52)											

* From Strasburg to Kheł, requires about 45 minutes.

WEISSENBURG, HAGUENAU, and STRASBURG.—Chemin de fer de l'Est.

Eng. Miles.	Fares. 1st class	2nd class	3rd class	STATIONS.	Trains. 1 1,2,3	2 1,2,3	3 1,2,3	4 1,2,3	5	6	7	8	9
Dis.	fr. c.	fr. c.	fr. c.	NEUSTADT (p. 97).	a.m	a.m.	a.m.	p.m.					
—	—	—	—	**Weissenburg** ..... dep.	...	7 5	10 40	3 45	...	...	...	...	...
...	1 0	0 75	0 55	Hundsbach	...	7 25	...	3 59	...	...	..	...	...
...	1 45	1 10	0 80	Hoffen	...	7 37	...	4 7	...	...	...	...	...
...	1 90	1 45	1 5	Soultz-sous-Forêts	...	7 56	11 7	4 16	...	...	...	...	...
...	2 80	2 10	1 55	Walbourg	...	8 18	...	4 29	...	...	...	...	...
...	3 80	2 85	2 10	**Haguenau**	6 15	8 50	11 36	4 46	...	...	...	...	...
...	4 35	3 20	2 40	Marienthal	6 25	9 3	...	4 55	...	...	...	...	...
...	4 60	3 45	2 55	Bischwiller	6 32	9 21	11 49	5 2	...	...	...	...	...
...	5 20	3 85	2 90	Hoerdt	6 47	9 42	...	5 17	...	...	...	...	...
...	5 20	3 90	2 95	Vendenheim (Bifurcation.)	7 0	10 3	12 14	5 30	...	...	...	...	...
...	6 10	4 55	3 40	**Strasburg** ..... arr.	7 15	10 25	12 35	5 45	...	...	...	...	...
				PARIS (p. 54)									

¶ The franc is equal to 100 centimes, or 9½d.

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BELGIAN LINES.

Carriages.—Carriages of 2 wheels are charged 8 frs. from Quievrain to Mons, and 32 frs. to Brussels; those of 4 wheels, 12 frs. from Quievrain to Mons, and 48 frs. to Brussels; and of 2 wheels, 44 frs. from Mouscron to Brussels. **Dogs.**—Dogs are charged at the rate of 3rd class fare. **Private Carriages.**—Persons travelling in private carriages pay 3rd class fare, in addition to the charge for the carriage.

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FARES BY EXPRESS TRAINS,

(IN FRANCS AND CENTIMES.)

Brussels (*North Station.*)		From Brussels (*South Station.*)																								
Malines	1st cl.	2 20	M.							Brussels (South)		3 20	4 30	6 30	3 50	6 20	8 0	39 70	9 80	13 80	1st cl.
	2nd cl.	1 60										2 50	3 50	4 80	6 50	4 70	6 0	29 75	7 30	10 30	2nd cl.
Antwerp	1st cl.	4 50	2 50	A.							Braine		1 50	4 20	8 0	3 20	5 0	36 70	6 60	...	1st cl.
	2nd cl.	3 50	1 80										1 20	3 20	6 0	2 50	3 80	26 55	5 0	...	2nd cl.
Termonde	1st cl.	3 80	2 80	4 50	T.						Manage			2 80	6 50	3 50	5 50	37 95	8 30	...	1st cl.
	2nd cl.	3 0	2 0	3 50										2 0	5 0	2 70	4 20	28 75	6 0	...	2nd cl.
Ghent	1st cl.	6 50	5 50	6 80	3 0	G.					Charleroi				3 70	5 50	7 50	39 20	10 30	...	1st cl.
	2nd cl.	5 0	4 20	5 20	2 30										2 80	4 20	5 50	29 25	7 70	...	2nd cl.
Bruges	1st cl.	11 0	10 0	11 20	7 80	4 50	B.				Namur					9 20	11 20	42 90	14 0	...	1st cl.
	2nd cl.	8 30	7 50	8 50	5 70	3 50										7 0	8 50	32 25	10 50	...	2nd cl.
Ostend	1st cl.	13 20	12 30	13 50	9 70	6 70	2 20	O.			Mons						2 0	33 70	6 0	11 20	1st cl.
	2nd cl.	10 0	9 30	10 20	7 30	5 20	1 70										1 50	25 25	4 50	8 40	2nd cl.
Courtray	1st cl.	11 0	10 0	11 20	7 50	4 50	...	...	C.		Quiévrain							31 70	8 0	...	1st cl.
	2nd cl.	8 30	7 50	8 50	5 50	3 50	...	...										23 75	6 0	...	2nd cl.
Tourney	1st cl.	14 20	13 20	14 30	10 50	7 50	...	...	3 20	T.									Paris	34 5	30 0	1st cl.
	2nd cl.	10 50	10 0	10 80	8)	5 70	...	...	2 50											25 50	22 50	2nd cl.
Louvain	1st cl.	3 50	2 50	4 70	5 0	8 0	12 50	14 50	12 50	15 50	L.									Tourney	4 0	1st cl.
	2nd cl.	2 70	1 80	3 50	3 80	6 0	9 30	11 0	9 30	11 70											3 0	2nd cl.
Tirlemont	1st cl.	5 50	4 20	6 50	6 80	9 80	14 30	16 50	14 20	17 30	2 0	T.										Lille.
	2nd cl.	4 20	3 20	5 0	5 20	7 50	10 80	12 50	10 70	13 0	1 50											
Liége	1st cl.	10 50	9 50	11 70	12 0	15. 0	19 50	21 50	10 50	22 50	7 20	5 20	L.									
	2nd cl.	8 0	7 0	8 80	9 0	11 30	14 50	16 20	14 50	17 0	5 50	4 0										
Verviers	1st cl.	13 20	12 0	14 30	14 50	17 50	22 0	24 20	22 0	25 0	9 50	7 80	2 80	V.								
	2nd cl.	10 0	9 0	10 80	11 0	13 20	16 50	18 20	16 50	18 80	7 20	6 0	2 0									
Cologne	1st cl.	27 75	26 75	28 95	20 55	32 25	36 75	38 75	36 55	39 75	24 25	22 45	17 25	14 75	C.							
	2nd cl.	20 50	19 70	21 30	21 70	23 70	27 0	28 70	27 0	29 50	17 80	16 50	12 50	10 70								

REGULATIONS

ON

BELGIAN RAILWAYS.

TRAVELLERS should be at the Station not less than ten minutes before the hour of departure, and are requested to provide themselves with the exact amount of their fare, in order to avoid all changing of money, and to facilitate the distribution of tickets.

It is forbidden to lean out of the windows of the carriage, or to leave the train before it has come to a stand.

SMOKING is prohibited in the Waiting Rooms, and in the 1st and 2nd Class Carriages, except in the compartments specially reserved for Smokers.

It is forbidden to take into the Carriage a oaded weapon, or any other arti such a nature as to incommode the other passengers. It is also forbidden to open the windows of the Carriage on the side from whence the wind blows, unless by consent of the other passengers.

CHILDREN above 3 years of age, and under 8, pay half fare, those under 3 free. Children above 3 years of age, who are going *direct* from Belgium to another country, pay full fare.

DOGS are placed in the baggage waggon, and are charged 3rd class fare.

LUGGAGE should be at the Station a quarter of an hour before the departure of the Train. Luggage may be insured by paying a rate of 10 centimes per 100 francs. It is particularly recommended to erase all old direction labels, and to have the address written very legible. Passengers cannot take anything into the carriage with them that weighs more than 25 kilogrammes (53 lbs.), and only then, provided it will go under the seat without inconveniencing the other passengers.

All luggage destined to cross the frontier must, *without exception*, be deposited at the station of departure, in order that it may be noted and placed in the Custom House Van. This regulation includes Hat Boxes, Dressing Cases, &c. All Luggage kept in the carriage until arrival at the frontier station, is there re-directed and forwarded to its destination, after the departure of the train, as goods, and must be paid for accordingly.

London to Ostend, Ghent, Alost, and Brussels.

English Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4	5	6	7	8	9	10	11
Dis.	fr. c.	fr. c.	fr. c.		1,2,3	1,2,3	1,2,3	Ex.	1,2,3	1,2,3	1,2,3	1,2,3			
...	...	...	...	London .....dep											
...	...	...	...	Dover ....dep.	a.m.	a.m.	a.m.	p.m.	p.m.	noon	p.m.	p.m.			
						...	...	8 30	...	...	...	...	...	...	...
						...	...	11 15	...	...	...	...	...	...	...
—	From Ostend				† Fridays.		a.m.	a.m.		noon		p.m.	...	...	...
4	0 80	0 40	0 30	**Ostend** ..... dep.	‡ Saturdays.	...	6 15	7 15	...	12 0	...	5 30	...	...	...
14	1 80	1 30	0 90	Plasschendael.....		...	6 25	...	...	12 10	...	5 40	...	...	...
...	2 50	1 80	1 15	**Bruges** (p. 69)		...	6 50	7 35	...	12 35	...	6 5	...	...	...
21	2 70	2 0	1 35	Oostcamp.....		...	7 0	...	...	12 45	...	...	...	...	...
32	4 0	3 0	2 5	Bloemendael		...	7 10	...	...	12 50	...	6 20	...	...	...
34	4 30	3 20	2 15	Hansbeke.....		...	7 45	...	...	1 20	...	6 45	...	...	...
42	5 50	4 0	2 70	Landeghem		...	7 50	...	...	1 25	...	6 55	...	...	...
...	From Ghent			**Ghent** (p. 74) .....arr.	a.m.	...	8 25	8 35	...	2 0	...	7 30	...	...	...
45	0 80	0 50	0 30	" .....dep	5 15	7 0	8 45	8 35	...	2 15	4 45	7 35	...	...	...
50	1 20	0 90	0 55	Melle	5 25	7 10	8 55	...	...	2 25	4 55	7 45	...	...	...
				Wetteren Junction	5 35	7 20	9 5	...	...	2 35	5 5	7 50	...	..	...
...	1 50	1 0	0 70	Schellebelle	...	7 25	...	...	...	...	5 10	...	...	...	...
...	1 80	1 30	0 90	Lede	...	7 30	9 15	...	...	2 45	5 15	8 0	...	...	...
...	2 20	1 70	1 10	**Alost Junc.**	5 35	7 40	9 25	...	12 30	3 0	5 30	8 10	...	...	...
...	2 80	2 20	1 40	Denderleeuw Junc. ...	...	7 55	9 45	...	11 55	3 15	5 45	8 23	...	...	...
...	3 30	2 50	1 65	Ternath	...	8 5	9 55	...	11 35	3 25	5 55	8 33	...	...	...
...	4 70	3 50	2 30	**Brussels** .....arr.	...	8 35	10 30	...	12 15	3 55	6 30	9 0	...	...	...
54	1 60	1 20	1 80	Wichelen	5 45	...	...	...	...	...	...	...	...	...	...
60	2 50	1 80	1 20	**Termonde** .....arr.	6 0	...	...	9 10	...	...	...	...	...	...	...
60	...	...	...	" (p. 74) dep	6 0	...	9 55	9 10	...	...	...	...	...	...	...
66	3 20	2 40	1 55	Malderen	6 10	...	10 10	...	...	3 30	6 40	...	...	...	...
72	4 0	3 0	1 90	Cappelle	6 35	...	10 30	...	...	3 45	6 50	...	...	...	...
77	4 50	3 40	2 25	**Malines**.....	6 55	...	10 55	9 50	...	4 5	7 15	...	...	...	...
83	5 30	4 0	2 65	Vilvorde	7 10	...	11 10	...	...	5 10	8 10	...	...	...	...
80½	5 50	4 0	2 65	**Brussels** (N. Sta.) arr.	7 30	...	11 30	10 15	...	5 25	8 25	...	...	...	...
										5 45	8 45	...	...	...	...

Observations.—Trains Nos. 4, 6, and 8, from Ostend, correspond at Bruges for Courtray, Tournay, and Lille. See page 69.

Trains 2 and 6 correspond at Alost for Ninove and Ath. Nos. 1, 3, 4, 6, and 7 correspond at Malines for Antwerp, see page 70.

Express Fares.—Ostend to Bruges, 2 fr. 20 c. To Ghent, 6 fr. 50 c.

Brussels, Alost, Ghent, Ostend, and London.

English Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4	5	6	7	8	11
Dis.	fr. c.	fr. c.	fr. c.		1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1st Ex.	1,2,3 class	1,2,3 class	1,2,3 class	
—	—	—	—		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	...
6½	0 80	0 60	0 40	**Brussels** (North Station) .....dep.	...	6 30	...	...	3 0	...	4 45	...	...
12½	1 80	1 30	0 85	Vilvorde.....	...	6 40	...	...	...	...	4 55	...	...
17½	2 50	1 80	1 15	**Malines**	...	7 0	10 55	...	3 20	...	5 10	...	...
23½	3 0	2 30	1 50	Cappelle.....	...	7 10	11 5	...	...	...	5 20	...	...
29½	3 0	2 30	1 50	Malderen	...	7 30	11 15	...	...	...	5 40	...	...
30½	3 0	2 30	1 50	**Termonde**.....arr.	...	7 55	11 50	...	3 55	...	6 5	...	...
34½	4 0	3 0	1 90	" .....dep.	...	...	...	...	3 55	...	6 5	...	...
				Wichelen	...	...	...	...	...	...	6 15	...	...
...	...	...	...	**Brussels** .....dep.	...	7 35	11 30	2 0	...	5 5	...	7 15	...
...	1 50	1 0	0 70	Ternath	...	7 55	11 50	2 20	...	5 25	...	7 35	...
...	2 0	1 50	0 95	Denderleeuw Junc..... ...	...	8 10	12 20	2 40	...	5 45	...	7 50	...
...	2 50	2 0	1 25	**Alost Junc.**	...	8 25	12 20	2 50	...	6 0	6 30	8 5	...
...	3 0	2 30	1 50	Lede	...	8 35	12 30	3 0	...	6 5	...	8 10	...
...	3 50	2 50	1 70	Schellebelle.....	...	8 40	...	...	...	6 15	...	...	...
39½	4 30	3 20	2 15	Wetteren Junction.....	...	8 45	12 40	3 10	...	6 20	6 25	8 25	...
45	50	3 70	2 45	Melle	...	8 55	12 50	3 20	...	6 30	6 35	8 35	...
47½	30	4 0	2 65	**Ghent** (p. 74) .....arr.	a.m.	9 15	1 10	3 40	4 35	6 50	7 0	8 55	...
...	...	...	...	" .....dep.	6 15	9 15	1 10	Stop	4 35	7 0	7 0	Stop	...
52½	3 50	4 80	3 15	Landeghem	6 30	9 30	1 30	...	...	7 15	7 15	...	...
57½	3 90	5 0	3 30	Hansbeke	6 35	...	1 35	...	...	7 20	7 20	...	...
60	3 90	6 0	3 95	Bloemendael.....	7 10	10 5	2 5	...	...	7 50	7 50	...	...
70½	3 80	6 20	4 15	Oostcamp	‡7 20	...	‡2 15	...	...	...	...	Fridays.	...
75	3 80	6 50	4 40	**Bruges** (p. 69)	7 35	10 25	2 25	...	5 30	8 10	8 10	‡ Saturdays.	...
85	10 0	7 50	5 5	Plasschendael	8 10	10 50	2 50	...	...	8 35	8 35		...
89½	10 50	8 0	5 30	**Ostend** *.....arr.	8 30	11 15	3 15	...	6 0	8 55	8 55		...
94½	...	...	...	DOVER.....arr.	...	...	...	...	2 0	...	...		...
94½	...	...	...	LONDON	...	...	...	...	4 30	...	...		...

Observations.—At Dover, the luggage of travellers arriving by the mails, is examined at any hour of the night. The 1st class fare between London and Dover (per Express Train), is 27 francs 50 cents.

* For the Departure of the Steam-boat, see page 203.

The distance from Ostend to Cologne is about 212 English miles.

LONDON, CALAIS, TOURNAY, GHENT, AND BRUSSELS.

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4	5	6	7	8	9
					1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.		a. m.	p. m.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.
...	...	...	...	LONDON ..... dep.	...	...	...	...	...	...	...	...	...
...	...	...	...	PARIS (page 14)	...	11 15	10 15	...	8 0	...	...	1 45	...
...	...	...	...	CALAIS (page 12)	2 0	...	...	7 45	...	...	2 0	...	...
...	...	...	...	DUNKIRK (page 12)	...	a.'m.	p. m.	7 30	...	...	1 45	...	...
...	...	...	...	ARRAS (page 14)	...	5 55	3 29	7 40	12 8	...	...	6 21	...
...	...	...	...	DOUAI (page 15)	...	6 55	4 20	8 25	12 47	...	...	7 5	...
...	...	...	...	LILLE (page 15)	5 45	...	5 40	11 30	1 50	10 5	4 40	8 5	...
...	...	...	...	ROUBAIX (page 15)	6 0	8 46	5 56	11 46	2 6	10 21	4 56	8 21	...
...	...	...	...	TOURCOING (page 15)	6 7	8 52	6 2	11 52	2 11	10 27	5 2	8 27	...
...	...	...	...	MOUSCRON (page 15) ...arr	6 20	...	6 15	12 5	2 25	10 45	5 20	8 45	...
Fro m To		urna y.			a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	**Tournay** ..... dep.	6 0	10 30	...	...	2 0	4 0	4 45	8 10	...
3½	0 80	0 40	0 25	Templeuve	6 5	10 35	...	...	2 5	4 5	4 55	8 15	...
5½	0 90	0 60	0 40	Néchin	6 10	10 40	...	...	2 10	4 10	5 5	8 20	...
11½	1 60	1 20	0 80	**Mouscron**	6 40	11 10	6 55	12 35	2 40	4 35	5 45	8 50	...
19½	2 80	2 0	1 30	**Courtray** (page 69)	7 0	Stop	7 25	12 50	3 0	Stop	6 5	Stop	...
23	3 0	2 20	1 50	Haerlebeke	7 10		7 35	1 0	3 10		6 15		...
28	3 70	2 80	1 85	Waereghem	7 25		7 50	1 15	3 25		6 30		...
31½	4 0	3 0	2 5	Olsène	7 35		...	...	3 35	...	...	...	...
33	4 30	3 20	2 15	Machelen	†7 40		...	...	*3 40		...	...	...
36½	4 70	3 50	2 30	Deynze	7 50	Fridays.	8 15	1 35	3 50	Mondays.	6 45	...	...
39½	5 0	3 80	2 50	Nazareth	8 5	†	...	...	4 5	*	...	...	...
41	...	...	...	La Pinte	8 10		...	...	...		7 0	...	...
46½	6 0	4 50	3 0	**Ghent** ..... arr.	8 30		9 0	2 10	4 30		7 20	...	...
94½	11 30	8 50	5 65	**Brussels** (by Malines) .....arr.	10 15	...	Stop	...	...		...	...	...
83	11 30	8 50	5 65	**Brussels** (by Alost) .....arr.	10 30	...	Stop	3 55	6 30		9 0	...	...
				NORTH STATION.	a. m.			p. m.	p. m.		p. m.		

Observations.—Passengers for Belgium change carriages at Mouscron. Trains Nos. 1, 4, and 7, from Tourney, correspond at Courtray for Bruges and Ostend. All the Trains correspond and change carriages at Mouscron for Lille, see above; and Nos. 1, 4, and 5, at Malines for Antwerp, see page 30; also for the Liege line, and Train 7 at Brussels for the Namur line, see page 66.

Extra Trains.—From Lille to Mouscron at 7.30 a.m. and 3.15 p.m.; also from Calais to Tourcoing at 8 p.m.

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4	5	6	7	8	9
					1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
Dis.	fr. c.	fr. c.	fr. c.	NORTH STATION.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	
...	Fro	mGh	ent.	**Brussels** (by Malines) .....dep.	...	...	6 30	...		§3 0	4 45		...
...	...	...	...	**Brussels** (by Alost) .....dep.	...	...	7 35	11 30		2 0	5 5		...
...	—	—	—	**Ghent** ..... dep.	...	6 0	9 20	1 10		4 40	7 5		...
5½	0 80	0 60	0 35	La Pinte	...	6 10	...	...		...	7 15		...
7	1 0	0 80	0 50	Nazareth	...	6 20	9 35	...		5 0	...		...
10½	1 50	1 10	0 70	Deynze	...	6 30	9 45	1 35		5 10	7 30		...
13	1 80	1 30	0 90	Machelen	...	*6 40	...	...		†5 20	†7 40		...
15	2 0	1 50	1 0	Olsène	...	6 45	...	‡1 45		5 25	...		...
18	2 50	1 80	1 20	Waereghem	...	6 55	10 10	1 55		5 35	7 55		...
23½	3 20	2 40	1 55	Haerlebeke	...	7 10	10 25	2 10		5 55	8 10		...
27½	3 50	2 70	1 75	**Courtray** (page 70)	...	7 45	10 35	2 25	5 0	6 15	8 20		...
34½	4 50	3 40	2 25	**Mouscron**	...	8 20	11 5	2 45	5 40	6 45	8 50		...
41½	5 30	4 0	2 65	Néchin	...	8 35	11 20	3 0	5 50	...	9 5		...
43	5 50	4 20	2 75	Templeuve	...	8 40	11 25	3 5	5 55	...	9 10		...
46½	6 0	4 50	3 0	**Tournay** (page 70) .....arr.	...	8 55	11 40	3 20	6 10	...	9 25		...
					a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	
24½	4 50	3 40	2 25	MOUSCRON (page 12) ...dep.	7 0	8 30	11 20	2 55	5 50	6 55	9 0	4 50	...
28	5 5	3 90	2 60	TOURCOING (page 12)	7 10	8 40	11 30	3 5	6 9	7 10	9 10	5 0	...
29½	5 40	4 5	2 75	ROUBAIX (page 12)	7 17	8 47	11 37	3 12	6 7	7 25	9 17	5 7	...
45½	6 50	4 90	3 35	LILLE (page 12) .....arr.	7 35	9 5	11 55	3 30	6 25	7 45	9 35	5 25	...
65½	10 20	7 65	5 35	DOUAI (page 12)	...	11 30	3 0	5 30		9 40	11 10	7 0	...
81½	13 10	9 85	7 0	ARRAS (page 13)	...	12 26	...	6 15		10 45	12 5	8 3	...
97½	14 60	11 15	7 45	DUNKIRK (page 15)	11 0	...	4 30	8 40		10 30	6 15	8 40	...
116½	18 30	13 75	8 75	CALAIS (page 15)	11 20	...	3 35	9 10		10 30	2 30	9 10	...
220½	58 20	41 55	...	LONDON		...	10 0	4 30		4 30	7 45	4 30	...
215½	36 50	27 0	19 85	PARIS ..... arr.	Stop	5 5	...	10 25		5 5	5 20	...	...
						p. m.	p. m.	p. m.		a. m.	a. m.	a. m.	

Observations.—Trains Nos. 2, 4, and 5 correspond at Tourney for the lines from Tourney to Jurbise, and also the Dendre-Waes line, see pages 70 and 71. Courtray to Bruges, see page 69. Passengers for France change carriages at Mouscron. 1st class from Brussels by Malines.

Extra Trains.—From Tourcoing to Paris at 5.15 and 9 40 a.m.; Mouscron to Lille, 12.45 p.m.

GHENT AND AUDENARDE.

2 M.	1 Cl.	2 Cl.	3 Cl.	Stations.	Trains.			
Dis.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.	
—	—	—	—	**Ghent** .....dep.	9 25	2 25	7 45	...
5½	0 80	0 60	0 35	**La Pinte**	9 45	2 45	8 5	...
8	1 20	1 0	0 55	**Eecke**	9 55	2 55	8 15	...
11½	1 60	1 20	0 70	**Gavre**	10 0	3 0	8 20	...
12½	1 80	1 20	0 80	**Syngem**	10 10	3 10	8 30	...
15½	2 0	1 60	1 0	**Eyne**	10 20	3 20	8 40	...
16½	2 20	1 60	1 10	**Audenarde** ar	10 25	3 25	8 45	...

2 M.	1 Cl.	2 Cl.	3 Cl.	Stations.	Trains.			
Dis.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.	
—	...	...	...	**Audenarde** d.	7 20	12 15	6 0	...
2	0 80	0 30	0 20	**Eyne**	7 35	12 30	6 15	...
4½	0 80	0 60	0 30	**Syngem**	7 35	12 30	6 15	...
8½	0 80	0 60	0 40	**Gavre**	7 45	12 40	6 25	...
8	1 20	1 0	0 55	**Eecke**	7 50	12 45	6 30	...
11½	1 60	1 20	0 75	**La Pinte**	8 0	1 55	6 40	...
16½	2 20	1 60	1 10	**Ghent** .....arr.	8 15	1 10	6 55	...

These Trains correspond at Ghent, with the Trains coming from Ostend, Brussels, Antwerp, Liege, &c.

Belgian Railways.

LONDON, PARIS, QUIEVRAIN, HAUTMONT, MONS, AND BRUSSELS.

(VIA CALAIS AND VALENCIENNES.)

Difference of time between London and Brussels, 17 minutes and some seconds.

Dist. from London	Fares. 1st class	2nd class	3rd class	Stations.	Trains. Ex. 1 & 2	2 1 & 2	3 1,2,3	4 1,2,3	5 1,2,3	6 1,2,3	Ex. 1st	8 1,2,3	9 1,2,3	10 1,2,3
Dis.	fr. c.	fr. c.	fr. c.		p. m.	p. m.	a. m.	a. m.	p. m.	a. m	a. m.	p. m.	a. m.	p. m.
274	...	...	...	LONDON .....dep.	1 30	...	...	...	8 30	...	...	...	...	...
281½	...	...	...	PARIS (page 14) .....dep.	8 15	1 45	...	...	11 15	...	8 0	...	7 0	...
298½	...	...	...	AMIENS (page 14)..... „	11 15	4 20	...	...	3 10	...	10 25	...	11 50	...
37	...	...	...	ARRAS (page 14) ..... „	1 6	6 21	...	...	3 55	...	12 8	...	2 10	...
80½	...	...	...	DOUAI (page 15) ..... „	1 49	7 25	...	...	7 5	...	12 43	...	3 15	...
56	...	...	...	VALENCIENNES(p. 15)arr.	2 36	8 35	...	...	8 15	...	1 25	...	4 30	...
...	...	...	...	„ (French Frontier,)dep.	2 46	Stop	5 30	...	8 35	11 35	1 35	...	4 45	...
51½	...	...	...	Blanc-Misseron	3 5		5 55	...	8 51	12 10	...	...	5 5	...
50	From	Quiv'rn		**Quievrain** .....arr.	3 12		6 0	...	8 55	12 15	1 55	...	5 15	...
...	...	...	...	„ (Belgium Frontier)dep.	3 35	4 0	6 30	6 45	9 30	1 0	2 15	...	5 35	...
47½	0 80	0 30	0 20	Thulin	...	4 5	6 35	6 50	9 35	1 5	...	...	5 40	...
45	0 80	0 50	0 30	Bousu.....	...	4 15	6 40	7 5	9 40	1 10	...	...	5 45	...
43½	0 80	0 60	0 40	St. Ghislain	*3 45	4 25	6 45	7 15	9 45	1 15	...	...	5 50	...
40½	1 20	1 0	0 60	Jemmappes	*3 50	4 40	6 55	7 30	9 55	1 25	...	...	6 0	...
From		Haut	mont	**Hautmont** (page 78) ...dep.	...	...	...	...	8 20	...	1 25	...	5 0	...
41	0 80	0 60	0 45	Feignies (French Cust. House)	...	...	...	...	8 52	...	1 37	...	5 12	...
38	1 25	0 90	0 70	Quevy (Belgium Cust. House)	...	...	...	...	8 55	...	2 2	...	5 37	...
11½	2 5	1 50	1 0	Frameries	...	...	...	...	9 5	...	2 10	...	5 45	...
14½	2 25	1 70	1 20	Cuesmes	...	...	...	...	9 15	...	...	...	5 55	...
15½	2 45	1 90	1 30	**Mons** .....arr.	...	...	...	...	9 25	...	2 30	...	6 5	...
28	1 50	1 20	0 75	**Mons** (page 70) .....dep.	4 0	5 15	7 10	8 30	10 5	1 35	2 35	p. m.	6 10	...
20½	2 50	2 0	1 25	Jurbise Junction (page 70) (3)	...		7 35	9 0	10 30	2 0	...	4 50	6 30	7 40
22½	3 50	2 70	1 75	Soignies	...	1,2 3	7 50		10 45		...	5 5	6 45	7 50
18½	4 0	3 0	2 0	**Braine-le-Comte** .....arr.	4 40	a. m.	8 10		11 5		...	5 25	7 5	8 10
...	...	...	...	„ .....dep.	4 40	6 15	8 10		11 0		...	5 25	7 5	8 10
12½	5 0	3 70	2 45	Tubize	...	6 40	...		11 20		...	5 45	...	...
10½	5 20	4 0	2 55	Lembecq	...	...	...		...		...	5 50	...	...
8	5 30	4 0	2 65	Hal	...	6 50	8 30		11 30		...	5 55	7 25	8 25
5½	5 50	4 20	2 80	Loth	...	7 0	8 35		...		...	6 5	...	8 30
4	6 0	4 40	2 90	Ruysbroeck	...	7 10	...		11 40		...	6 10	...	...
2½	6 0	4 50	3 5	Forest	...	7 20	...		...		...	6 15	...	...
1	6 50	4 80	3 20	**Brussels** .....arr.	5 30	7 45	9 0		12 0		4 0	6 30	7 50	8 55
				SOUTH STATION.	a. m.	a. m.	a. m.		a. m.		p. m.	p. m.	p. m.	p. m.

Observations.—Trains 3, 5, 8, and 9, correspond for Namur, and Nos. 3, 4, 6, and 9, correspond at Jurbise for Ath.

* Stops to set down passengers only.

(3) Jurbise to Tournay, see page 70.

Express Fares.—Quievrain to Braine, 5fr., and 3fr. 80c.; to Brussel 6fr. and 6fr.

Dist. from London	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1 1,2,3	2 1,2,3	3 1,2,3	Ex. 1 & 2	5 1,2,3	Ex. 1st	7 1,2,3	8 1,2,3	9 1,,2	10 1,2,3
Dis.	fr. c.	fr. c.	fr. c.	SOUTH STATION.	a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
—	—	—	—	**Brussels** (1) .....dep.	6 15	7 30	7 45	†8 15	12 30	2 45		5 0	7 0	7 15
21	0 80	0 30	0 20	Forest	6 20	...	...	...	...	...		...	...	...
23½	0 80	0 40	0 30	Ruysbroeck	6 25	...	7 50	...	12 40	...		5 10	...	7 25
25½	0 80	0 60	0 40	Loth	6 30	...	...	...	12 45	...		...	...	...
30	1 20	1 0	0 60	Hal	6 35	7 45	8 0	...	12 55	...		5 20	...	7 35
32½	1 50	1 0	0 70	Lembecq	6 40	...	...	...	1 0	...		...	...	...
34½	1 60	1 20	0 80	Tubize	6 45	7 55	...	...	1 5	...		5 30	...	7 45
39½	2 50	2 0	1 25	**Braine-le-Comte** .....arr.	7 15	8 20	8 35	8 55	1 30	...		6 0	7 45	8 15
...	...	...	...	„ .....dep.	7 15		8 35	8 55	1 30	...		6 0	7 45	Stop
43½	3 0	2 30	1 50	Soignies	7 25	a. m.	8 45	...	1 40	...		6 10	7 55	
46½	3 0	2 70	2 0	Jurbise Junction (page 71) ...	7 45	10 35	9 10	...	2 10	...	4 50	6 35	8 10	
53½	3 0	3 70	2 50	**Mons** (page 70) ..... arr.	8 0	10 55		9 30	2 30	3 55	5 30	Stop	8 35	...
From		Mon	s.	**Mons** .....dep.	...	...	a.m. 7 15	...	2 50	...	6 20		...	...
1½	0 80	0 30	0 20	Cuesmes	...	...	7 30	...	2 55	...	6 28	...	...	...
3½	0 80	0 30	0 20	Frameries	...	...	7 30	...	3 5	...	6 35	...	...	...
8½	1 30	1 0	0 60	Quevy (Belgian Cust. House)	...	...	7 40	...	3 15	...	6 50	...	...	...
11½	1 85	1 50	0 95	Feignies(French Cust. House)	...	...	8 5	...	3 40	...	7 10	...	...	...
13½	2 45	1 90	1 30	**Hautmont** (page 70) ...arr.	...	...	8 15	...	3 50	...	7 20	...	...	...
16½	3 35	4 0	2 65	Jemmappes	8 5	11 0		...	2 35	...	5 50	...	8 40	...
18½	3 60	4 30	2 85	St. Ghislain	8 10	11 10		...	2 45	...	6 5	...	8 50	...
20½	3 80	4 40	2 90	Bousu.....	8 20	11 15		...	2 50	...	6 15	...	...	...
22½	3 80	4 50	3 5	Thulin	8 30	11 30		...	2 55	...	6 30	...	...	...
25½	4 50	4 80	3 20	**Quievrain** .....arr.	8 45	11 35		10 0	3 10	4 25	7 20	...	9 10	...
...	...	...	...	„ (Belgium Frontier) dep.	9 5	12 25		10 5	Stop	4 25	Stop	...	9 20	...
...	...	...	...	Blanc-Misseron.....	9 10	12 45		10 10		...		...	9 25	...
33½	5 5	6 0	4 5	VALENCIENNES (p.12)arr.	9 30	1 15		10 20		4 40	p. m.		9 45	...
...	...	...	...	„ (French Frontier) dep	10 45			5 40	10 45	5 40			10 5	...
51½	6	5 95	...	DOUAI (page 13)..... „	11 40			6 40	11 40	...			10 50	...
74½	9 90	11 10	...	ARRAS (page 13) ..... „	1 35			7 55	12 26	...			12 5	...
112½	13	16 75	...	AMIENS (page 13) (2) „	4 30			10 5	2 10	...			2 0	...
129½	20	23	...	PARIS (page 13) (2) ...arr.	6 45			1 25	5 5	...			5 30	...
130½	20	23	...	LONDON.....arr.	...			10 5	...	...			...	...
					p. m.								a. m.	

† 1st Class between Douai and Paris.

(1) From Ostend to Ghent and Brussels, see page 62.

(2) For Trains between Paris, Amiens, and Valenciennes, see pages 14 and 15.

For Tournay and Lille. For Namur.

BRUSSELS, CHARLEROI, AND NAMUR.

Eng. Miles	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4	5	6
					1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.	SOUTH STATION.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Brussels** ....dep.		..	7 30	12 30	4 30	7 15
2½	0 80	0 30	0 20	Forest		..	..	..	4 35	..
4½	0 80	0 40	0 30	Ruysbroeck		..	..	12 40	4 40	7 25
6½	0 80	0 60	0 40	Loth		..	..	12 45	4 45	..
8½	1 20	1 0	0 60	Hal		..	7 45	12 55	4 50	7 35
10½	1 50	1 0	0 70	Lembecq		..	..	1 0	4 55	..
12½	1 60	1 20	0 80	Tubize		..	7 55	1 5	5 0	7 45
18½	2 50	2 0	1 25	**Br.le-Comte** arr.		4 15	8 20	1 30	5 30	8 15
22½	3 0	2 20	1 50	Ecaussines		..	8 30	1 40	5 40	8 25
28	3 50	2 70	1 80	Manage Junc. (p. 76)		1 50	8 45	1 55	5 55	8 40
32½	4 20	3 20	2 10	Gouy-lez-Piéton		..	8 55	..	6 5	..
34½	4 40	3 30	2 20	Pont-à-Celles		..	9 0	..	6 10	..
35½	4 70	3 50	2 30	Luttre		..	9 5	2 10	6 15	..
38½	5 0	3 80	2 50	Gosselies		5 30	9 15	2 20	6 25	9 5
40½	5 0	3 80	2 50	Roux		5 45	9 20	2 25	6 30	9 10
42½	5 0	3 80	2 50	Marchiennes		6 5	9 30	2 30	6 35	9 20
45	5 0	3 80	2 50	**Charleroi** (p. 78).		6 25	9 40	2 45	6 50	9 35
..	..	..	..	,, ...	4 0	6 30	9 40	3 *5	6 50	9 35
49½	5 50	4 20	2 80	Chatelineau	..	6 35	9 45	3 10	6 55	9 40
51½	5 80	4 30	2 90	Farcienes	..	6 40	9 50	..	7 0	..
54½	6 20	4 60	3 10	Tamines	..	6 50	10 0	3 20	7 10	9 50
55½	6 50	4 80	3 20	Auvelais	..	6 55	10 5	..	7 15	..
59½	6 80	5 20	3 40	Moustier	..	7 5	10 15	..	7 25	..
62½	7 0	5 20	3 45	Floreffe	..	7 15	10 25	..	7 35	10 10
68	7 0	5 20	3 45	**Namur** .....arr.	4 50	7 40	10 50	3 55	8 0	10 35

Eng. Miles.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	*2	3	4	5	6
					1,2,3	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3
Dis.	fr. c.	fr. c.	fr. c.	LIEGE (page 79).	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Namur** .....dep.		6 0	8 55	2 10	5 0	8 45
6	0 80	0 60	0 35	Floreffe		6 10	9 5	..	5 10	9 0
9	1 20	1 0	0 60	Moustier		6 20	..	..	5 20	9 10
13	1 60	1 20	0 80	Auvelais		6 30	..	..	5 30	9 25
14	2 0	1 40	0 90	Tamines		6 35	9 20	2 25	5 35	9 30
17	2 20	1 70	1 10	Farcienes		6 45	..	..	5 45	9 40
19	2 50	2 0	1 25	Chatelineau		6 50	9 35	2 45	5 50	9 45
23	3 0	2 20	1 50	**Charleroi** ....arr.		7 10	10 0	3 3	6 10	10 15
..	..	..	..	,, ...dep.		7 10	10 0	3 †15	6 10	Stop
26	3 30	2 50	1 65	Marchiennes		7 15	10 5	3 20	6 15	..
28	3 50	2 70	1 75	Roux		7 20	..	3 25	6 20	..
30	3 80	2 80	1 90	Gosselies		7 25	10 10	3 30	6 25	..
33	4 20	3 20	2 10	Luttre		7 35	..	3 35	6 35	..
34	4 30	3 20	2 15	Pont-à-Celles		7 40	..	..	6 40	..
36	4 50	3 40	2 30	Gouy-lez-Piéton		7 45	..	..	6 45	..
40	5 20	4 0	2 60	Manage June, (p. 76)		7 55	10 30	3 55	6 55	..
46	6 0	4 40	2 90	Ecaussines	a.m.	8 10	..	4 10	7 10	..
50	6 50	4 80	3 15	**Br. le Comte** arr.	6 15	8 35	11 5	4 30	7 35	..
56	7 0	5 20	3 45	Tubize	6 40	8 50	11 20	..	7 50	..
57	7 0	5 20	3 45	Lembecq	..	8 55	..	..	7 55	..
60	7 0	5 20	3 45	Hal	6 50	9 0	11 30	4 50	8 0	..
62	7 0	5 20	3 45	Loth	7 0	..	..	..	..	..
64	7 0	5 20	3 45	Ruysbroeck	7 10	9 10	11 40	..	8 15	..
66	7 0	5 20	3 45	Forest	7 20	..	..	..	..	..
68	7 0	5 20	3 45	**Brussels** ....arr.	7 45	9 30	12 0	5 15	8 35	
				SOUTH STATION.	a.m.	a.m.	a.m.	p.m.	p.m.	

Observations.—Trains Nos. 2, 3, and 5, correspond, and change carriages at Braine-le-Comte for Mons and Quievrain, see page 64. Trains No. 2, 3, and 4, correspond at Braine-le-Comte and Jurbise for Tournay, and the Dendre-Waes line, see page 70. * 1 & 2 Class from Charleroi. † 1, 2, 3 Class from Charleroi.

ANTWERP, CONTICH, AND TURNHOUT.

(6195.

Eng. Miles.	Fares. 1st class.	2nd class.	3rd class.	Stations.	Trains. 1	2	3
Dis.	fr. c.	fr. c.	fr. c.	BRUSSELS (page 70) ANTWERP (page 71).	a.m.	a.m.	p.m.
—	—	—	—	**Antwerp** ....dep.	7 0	11 30	5 0
3½	0 80	0 40	0 25	Vieux-Dieu	..	11 35	5 5
6½	1 0	0 70	0 45	**Contich**	7 15	11 50	5 25
11½	1 50	1 10	0 70	**Lierre**.....	7 25	12 0	5 35
16½	2 30	1 75	1 10	Nylen	7 40	12 15	5 50
20	2 90	2 20	1 40	Bouwel	7 55	12 30	6 5
23½	3 50	2 70	1 70	Herenthals	8 15	12 50	6 25
26½	4 0	3 10	1 95	Lichtaert	8 25	1 0	6 35
28½	4 30	3 35	2 10	Thielen	8 30	1 5	6 40
34½	5 30	4 15	2 60	**Turnhout**....arr.	8 45	1 20	6 55

Eng. Miles.	Fares. 1st class.	2nd class.	3rd class.	Stations.	Trains. 1	2	3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.
—	—	—	—	**Turnhout**....dep.	5 0	8 50	3 0
3½	1 0	0 80	0 50	Thielen	5 15	9 5	3 15
8½	1 30	1 5	0 65	Lichtaert	5 20	9 10	3 20
11½	1 80	1 45	0 90	Herenthals	5 30	9 25	3 30
15½	2 40	1 90	1 20	Bouwel	5 40	9 40	3 50
19½	3 0	2 40	1 50	Nylen	5 55	9 50	4 0
23½	3 80	3 5	1 90	**Lierre**.....	6 10	10 5	4 6
28	4 60	3 45	2 20	**Contich**.....	6 20	10 15	4 25
31½	4 60	3 75	2 40	Vieux-Dieu	..	10 20	..
34½	5 30	4 15	2 60	**Antwerp** ....arr.	6 40	10 35	4 45

Observations.—All the trains run direct from Antwerp to Turnhout without any change of carriages.—Correspondence at Contich for Antwerp, Ghent, Liege, &c.

BRUSSELS, MALINES, LIEGE, PEPINSTER, SPA, VERVIERS, AIX-LA-CHAPELLE, AND COLOGNE.

BELGIAN STATE RAILWAY. RHENISH RAILWAY.

Note.—The Trains from Brussels to Verviers and Cologne are Belgian Trains, in the middle of which, at Verviers, the Rhenish Train is in advance of the Belgian Train.

English Miles.	Fares. EXPRESS 1st class	EXPRESS 2nd class	ORDINARY. 1st class	ORDINARY. 2nd class	ORDINARY. 3rd class	Stations. PARIS (page 14). BRUSSELS (page 14).	Daily Trains. 1 2 & 3 class	2 1,2,3 class	3 1,2,3 class	4 Ex. 1st class	5 1,2,3 class	6 1,2,3 class	7 1,2,3 class	8 1,2,3 class	9 Ex. 1 & 2 class
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.										
—	—	—	—	—	—	**Brussels** (North Sta.) dep.	a. m. ...	a. m. ...	a. m. 6 45	a. m. 9 30	a. m. 11 0	p. m. ..	p. m. 4 45	p. m. 7 45	p. m. 9 30
6½	1 0	0 30	0 80	0 60	0 40	Vilvorde	...	...	6 55	...	11 10	..	4 55	7 55	...
12½	2 20	1 60	1 80	1 30	0 85	**Malines**	...	...	7 15	9 55	11 30	..	5 15	8 15	9 55
19½	...	...	2 50	2 0	1 30	Haecht	...	...	7 35	...	11 45	..	5 30	8 35	...
20½	...	...	2 70	2 0	1 30	Wespelaer	...	...	7 40	...	11 50	..	...	8 40	...
27½	3 80	3 70	2 80	2 20	1 40	LOUVAIN	...	...	8 0	10 25	12 10	..	5 55	9 0	10 25
34½	...	...	3 70	2 80	1 85	Vertryck	a. m.	...	8 15	...	12 25	..	6 10	9 15	...
39½	5 50	4 0	4 30	3 20	2 15	**Tirlemont**	6 0	...	8 30	10 50	12 40	..	6 25	9 30	10 50
42½	...	...	4 80	3 60	2 40	Esemael	6 10	...	...	...	...	..	...	Stop	...
46½	6 70	5 20	5 50	4 0	2 70	LANDEN JUNCTION (page 68)	6 35	...	8 50	11 0	1 0	..	6 45		...
48½	...	...	5 50	4 20	2 80	Gingelom	6 50	...	8 55	...	...	..	6 50		...
51½	...	...	6 0	4 50	3 0	Rosoux	7 0	...	...	...	...	..	6 55	...	...
55½	...	...	6 50	5 0	3 25	WAREMME	7 15	...	9 15	...	1 20	..	7 10	...	...
...	...	...	...	...	...	Rémicourt ‡	7 25	...	...	...	...	..	...	...	...
62½	...	...	7 50	5 50	3 70	Fexhe	7 45	...	9 30	...	1 35	..	7 25	...	...
67½	10 0	7 50	8 0	6 0	4 0	ANS	8 15	...	9 45	11 45	1 50	..	7 40	...	11 55
70	...	...	8 20	6 20	4 10	Haut-Pre	8 25	...	9 50	...	1 55	..	7 45	3rd	...
71½	10 50	8 0	8 50	6 50	4 25	**Liege** (pages 78, 79) ..... arr.	9 0	a. m.	10 10	12 5	2 15	..	8 5	class	12 15
...	...	...	...	...	...	..... dep.	Stop	7 0	10 10	12 5	2 15	5 30	8 5	3 45	12 20
73½	11 0	8 20	8 70	6 50	4 35	Chênée		7 5	10 15	...	2 20	5 35	8 10	3 55	...
75½	...	...	9 0	7 0	4 50	Chaudefontaine		7 10	10 20	...	2 30	..	8 15	4 5	...
78	...	...	9 50	7 0	4 70	Le Trooz	...	7 20	10 30	...	2 40	..	8 25	4 15	...
80½	...	...	9 80	7 30	4 85	Nessonvaux	...	7 30	10 40	...	2 50	..	8 35	4 30	...
83½	12 50	9 50	10 0	7 50	5 5	**Pepinster Junction** ... arr.	...	7 45	10 55	12 30	3 5	5 55	8 45	4 45	...
								a. m.	p. m.	p. m.		p. m.			
	From	Pepinster				**Pepinster** ..... dep.	...	8 0	12 40	12 40	...	6 0	...	...	...
2½	0 60	...	0 60	0 45	0 30	Juslonville	...	...	...	...	...	...	...	...	...
3½	0 80	...	0 60	0 45	0 30	Theux	...	8 15	12 50	12 55	...	6 15	...	...	...
5	1 20	...	1 20	0 90	0 60	La Reid	...	8 20	...	...	...	6 20	...	...	...
7½	1 80	...	1 80	1 35	0 90	**Spa** ..... arr.	...	8 30	1 15	1 15	...	6 30	...	...	...
85½	...	...	10 50	7 80	5 15	Ensival	...	7 50	11 0	...	3 10	...	8 50	5 0	...
86½	13 20	10 0	10 50	8 0	5 25	**Verviers** ..... arr.	1,2,3 class	8 5	11 20	12 50	3 25	6 15	9 10	5 45	1 15
						[22-10	a. m.	a. m.	Stop	p. m.	p. m.	Ex.	Stop	Stop	a. m.
86½	...	...	10 50	8 0	5 25	**Verviers** (Belgian Time) dep.	...	8 45	..	†1 20	3 50	†6 35	...	..	†1 50
...	...	...	...	...	...	,, (Rhenish Time)	...	8 55	.	1 30	4 0	6 45	..	..	2 0
92	13 80	10 50	11 0	8 30	5 50	Dolhain	...	9 10	..	...	4 15	7 0	..	..	...
96½	14 50	11 0	11 50	8 70	5 80	Herbesthal (Eupen)	...	9 35	..	...	4 30	7 15	..	..	2 30
99½	...	...	...	...	...	Astenet [Tunnels 1285 & 480 ft.]	...	9 55	..	...	4 50	...	..	..	...
106½	18 25	13 75	15 25	11 45	7 55	**Aix-la-Chapelle** (p. 85) arr.	...	10 20	..	2 20	5 15	7 35	..	..	3 10
...	...	...	...	...	...	,, [Tunnel of 2313 feet] dep.	6 30	10 35	...	2 30	5 45	7 45	...	..	3 20
112½	...	...	...	...	8 30	Stolberg ...[Tunnel of 810 feet]	6 47	10 52	..	...	6 2	...	...	..	...
114½	...	...	...	...	8 55	Eschweiler	6 54	10 59	..	2 50	6 9	8 2	...	..	3 40
119½	...	...	...	...	...	Langerwehe	7 6	11 11	..	...	6 21	...	...	..	...
125½	...	...	19 25	12 45	9 55	**Duren**	7 24	11 30	..	3 10	6 39	8 25	...	..	4 5
131½	...	...	...	...	...	Buir	7 39	11 44	..	...	6 54	...	...	..	...
138	...	...	...	...	...	Horrem ... [Tunnel of 5304 feet]	7 56	12 0	..	...	7 11	...	...	..	...
141	...	...	...	...	...	Königsdorf	8 6	12 11	..	...	7 21	...	...	..	...
150	27 75	20 50	24 75	18 20	13 30	**Cologne** (1) Trankgasse arr.	8 30	12 35	..	4 0	7 45	9 15	...	..	5 0
									a. m.		p. m.				a. m.
150	...	...	...	...	...	COLOGNE (page 86) dep.	...	...	8 0	5 15	9 0	...	...	...	6 30
355	...	...	...	...	...	HANOVER (page 103) arr.	...	p. m.	8 5	12 13	8 25	a.m.	...	p. m.	2 10
492	...	...	...	...	...	HAMBURG (page 107) arr.	...	a. m.	8 30	8 30	1 10	p.m.	...	...	8 0
534	...	...	...	...	...	LEIPSIC (page 106) ... arr.	...	p. m.	2 20	8 35	9 45	...	...	...	9 45
543	...	...	...	...	...	BERLIN (page 115) ... arr.	...	p. m.	2 45	7 30	8 0	...	...	...	9 45

(1) Cologne to Coblentz, see page 88. † 1st Class from Verviers. ‡ Stops on Mondays and Thursdays.

Additional Trains.—From Pepinster to Spa, on Sundays only, at 9.15 and 11.15 p.m.

Observations.—Travellers change carriages at Verviers for Aix-la-Chapelle and Cologne.

The following stations, viz., Brussels (north), Malines, Antwerp, Ghent, Bruges, Ostend, Mouscron, Louvain, Liege, Chaudefontaine, Verviers, Aix-la-Chapelle, and Cologne, issue tickets for Passengers and book Luggage to Spa and vice versa. Through Fare from Brussels to Spa, Express, 14f. 30c., and 10f. 35c.; Ordinary, 11f. 60c., 8f. 65c., and 6f. 15c. The Fares by the Night Trains are increased.

N.B.—At the Rhenish and Ruhrort Railway Stations direct tickets are issued for the principal cities of Germany.

COLOGNE, AIX-LA-CHAPELLE, VERVIERS, SPA, PEPINSTER, LIEGE, MALINES, AND BRUSSELS.

Note.—The times given between Cologne and Verviers are Rhenish times. Rhenish time is ten minutes in advance of Belgian time.

RHENISH RAILWAY.

BELGIAN STATE RAILWAY.

English Miles.	Fares. EXPRESS. 1st class	EXPRESS. 2nd class	¶ ORDINARY. 1st class	ORDINARY. 2nd class	ORDINARY. 3rd class	Stations.	Daily Trains. 1 & 2 class	2 1,2,3 class	3 1,2,3 class	4 1 & 2 class	5 1 & 2 class	6 1,2,3 class	7 1,2,3 class	8 1,2,3 class
Dis.	fr. c.	fr. c.	th.sg	th.sg	th.sg		a.m.	p.m.	a.m.	p.m.	p.m.	noon	p.m.	p.m.
—						BERLIN (page 115) .....dep.	7 0	...	8 30	6 30	...	12 0	...	...
...						LEIPSIC (page 108) ...dep	7 0	...	10 0	6 0	...	12 0	...	...
...						HAMBURG (p. 106).....dep.	9 15	...	...	7 5	...	2 0	...	...
...	Fares		from	Colo	gne.	HANOVER (page 102) dep.	2 45	...	6 55	1 20	...	10 25	...	...
...						COLOGNE (page 87) .....arr.	10 15	...	8 40	8 0	...	9 50	...	..
—	—	—	—	—	—	[22-10	p.m.	a.m.	a.m.	a.m.	p m.	p.m.	p.m.	p m.
—	—	—	—	—	—	**Cologne** (Trankgasse)...dep.	11‖30	7 0	...	9‖15	...	1 0	5 0	8 0
9	...	...	0 15	0 11	0 5	Königsdorf [Tunnel of 5304 ft.	...	7 20	...	...	...	1 20	5 20	8 20
12	...	...	0 20	0 15	0 6	Horrent	...	7 30	...	...	...	1 30	5 30	8 30
19	...	...	1 0	0 24	0 16	Buir	...	7 45	...	...	...	1 45	5 45	8 45
25	...	...	1 12	1 2	0 21	**Duren**.....	12 25	8 5	...	10 5	...	2 5	6 5	9 5
31	...	...	1 22	1 10	0 26	Langerwehe.....	...	8 20	...	...	...	2 20	6 20	9 20
36	...	...	2 0	1 16	1 0	Eschweiler ...[Tunnel of 810 ft.	12 50	8 35	...	10 23	...	2 35	6 35	9 35
38	...	...	2 4	1 20	1 2	Stolberg.....	...	8 42	...	...	...	2 42	6 42	9 42
45	...	...	2 15	1 25	1 8	**Aix-la-Chapelle** (p. 85) arr.	1 15	9 0	...	10 45	...	3 0	7 0	10 0
...	...	...	...	...	...	„ [Tunnel of 2313 feet] dep.	1 30	Stop	7 15	10 55	...	3 15	7 16	Stop
51	...	...	...	...	...	Astenet [Tunnels 1205 & 480 feet	..¼		7 40	...	...	3 40	7 30	
54	...	...	3 16	2 16	1 22	Herbesthal (Eupen)	2 0		7 55	11 20	...	4 0	7 40	
58	14 5	9 90	3 24	2 20	1 25	Dolhain.....	2 10	...	8 5	11 35	...	4 15	7 55	...
63	14 45	10 50	3 27	2 25	1 28	**Verviers** (Rhenish time) arr.	2 30	...	8 20	11 45	...	4 30	8 10	...
						„ (Belgium time) „	2 20	...	8 10	11 35	...	4 20	8 0	...
	From		Ver	viers			a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
...	...	...	fr. c.	fr. c.	fr. c.	**Verviers** .....dep.	‡2 55	6 25	9 0	12 0	12 30	4 45	8 15	...
64	....	...	0 80	0 30	0 20	Ensival	...	6 28	9 5	...	12 33	4 48	8 18	...
	From		Spa.			[22-10	a.m.	a.m.	p.m.	a.m.	p.m.	...	...	
2½	0 60	...	0 60	0 45	0 30	**Spa** .....dep.	...	5 55	...	11 25	11 25	4 15	...	
4½	1 20	...	1 20	0 90	0 60	La Reid	...	6 5	...	11 35	11 35	4 25	...	
5	1 20	...	1 20	0 90	0 60	Theux	...	6 10	...	11 40	11 40	4 30	...	
7½	1 80	...	1 80	1 35	0 90	Juslonville	...	...	...	...	...	...	...	
						Pepinster .....arr.	...	6 25	...	11 55	11 55	4 45	...	
66	1 0	0 80	0 80	0 30	0 20	**Pepinster Junction**...dep.	...	6 33	9 10	12 5	12 38	4 53	8 23	...
70	...	...	0 80	0 60	0 40	Nessonvaux.....	...	6 38	9 20	...	12 43	4 58	8 28	...
72	...	...	1 20	1 0	0 60	Le Trooz	...	6 45	9 30	...	12 50	5 5	8 35	...
75	...	...	1 50	1 10	0 70	Chandefontaine	...	6 55	9 40	...	1 0	5 15	8 45	...
76	2 20	1 70	1 80	1 30	0 90	Chênée	...	7 5	9 50	...	1 10	5 25	8 55	...
79	2 80	2 0	2 0	1 50	1 5	**Liege**...(pages 78 & 79) arr.	3 35	7 25	10 15	12 35	1 30	5 45	9 15	...
...	...	...	...	...	...	„ .....dep.	3 40	7 30	Stop	12 40	1 30	5 45	Stop	...
80	...	...	2 20	1 70	1 10	Haut-Pré	...	7 40		...	1 40	5 55		...
83	3 20	2 50	2 50	2 0	1 30	AXS	3 55	7 45		12 55	1 45	6 0		...
88	...	...	3 20	2 40	1 60	Pexhe.....	...	8 0	...	...	2 0	6 15		...
...	...	...	...	...	...	Remicourt §	...	...	...	...	2 5	...		...
95	...	...	4 0	3 0	2 5	WAREMME	...	8 20	...	...	2 25	6 40		...
98	...	...	4 50	3 40	2 25	Resoux	...	8 30	...	...	2 35	...		...
101	...	...	5 0	3 70	2 45	Gingelom	...	8 40	1,2,3	...	...	6 55		...
103	6 50	4 80	6 20	4 0	2 55	LANDEN JUNCTION (page 68)	‡4 35	8 50	class	1 40	2 50	7 5		...
108	...	...	5 80	4 30	2 85	Esemael.....	...	8 55	a.m.	...	2 55	...		...
111	7 80	6 0	6 20	4 70	3 10	**Tirlemont**	5 0	9 15	7 15	2 0	3 15	7 25		...
116	...	...	6 80	5 20	3 40	Vertryck	...	9 25	7 25	...	3 25	7 35		...
123	9 50	7 20	7 70	5 80	3 85	LOUVAIN	5 20	9 45	7 40	3 25	3 45	7 55		...
130	...	...	8 50	6 50	4 30	Wespelaer.....	...	9 55	7 55	...	4 0	8 5		...
131	...	...	8 70	6 50	4 30	Haecht	...	10 0	8 0	...	4 5	8 10		...
138	12 0	9 0	9 50	7 20	4 75	**Malines** (3)	6 0	10 25	8 25	3 0	4 30	8 35		...
144	...	...	10 50	7 60	5 20	Vilvorde	...	10 40	8 40	3 15	4 45	8 50		...
150	13 20	10 0	10 50	8 0	5 25	**Brussels** (North Sta.) arr.	6 25	11 0	9 0	3 20	5 5	9 10		...

Travellers going beyond Liege must change carriages.

(3) MALINES to ANTWERP, see page 70. MALINES to OSTEND and TOURNAY, see pages 62 and 63.
* Mondays, Wednesdays, and Fridays. ‡ 1 & 2 Class Express. ¶ 1st Class Express. § Mondays and Thursdays.
† Mondays and Thursdays.

Additional Trains.—From Spa to Pepinster, on Sundays only at 10 a.m., and 9 p.m.

Observations.—Nos. 1, 2, 4, 5, and 6, correspond at Liege for Namur; Nos. 1, 3, 4, and 5; correspond at Malines for Termonde, Dendre Waes, and Ghent, see pages 74 & 66. Nos. 1, 2, 4, 5, and 6, correspond at Malines for Antwerp. Trains Nos. 2, 4, and 5, correspond at Landen for Hasselt, see page 68. Nos. 1, 5, and 6, correspond at Brussels for the Dendre et Waes line.

On entering Prussia passports duly *visé* by the Prussian Embassies, must be presented to the Police *employé*, stationed at Herbesthal. Travellers must not forget to claim their passports at the *Bureau de la Police*, at the Aix-la-Chapelle Station.

¶ The thaler (Prussian) is equal to 30 silbergroschen, or 3 shillings. The silbergroschen is equal to 12 pfenninges. or 11d.

AIX-LA-CHAPELLE TO MASTRICHT AND LANDEN.—Aachen Mastricht Eisenbahn.

English Miles	Fares. EXPRESS. 1st class	EXPRESS. 2nd class	ORDINARY. 1st class	ORDINARY. 2nd class	ORDINARY. 3rd class	Stations.	Trains. 1 1,2,3 class	2 1,2,3 class	3 1,2,3 class	4 1,2,3 class	5	6	7	8	9
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.					
—	—	—	—	—	—	**Aix-la-Chapelle** (Marschierthor) dep.	...	8 45	...	6 30	...	...	...	...	...
1	...	...	...	...	...	„ (Templerbend) ..... dep.	...	8 54	...	6 38	...	...	...	...	...
6½	1 20	0 90	0 95	0 70	0 50	**Simpelveld** (Prussian time)	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	„ (Belgian time)	...	9 15	...	6 43	...	...	...	...	...
11½	...	...	1 50	1 15	0 75	**Wylre**	...	9 29	...	7 0	...	...	...	...	...
16½	3 50	1 90	2 0	1 50	1 0	Valkenburg	...	...	...	...	...	...	...	...	...
18	...	...	2 40	1 80	1 20	Meersen	...	9 59	...	7 31	...	...	...	...	...
22	3 60	2 70	2 90	2 15	1 45	**Mastricht** (Wyck) ..... arr	...	10 9	...	7 40	...	...	...	...	...
...	...	...	...	...	...	„ „ ..... dep.	6 0	Stop	3 0	Stop	...	...	...	...	...
...	...	...	...	...	...	**Mastricht** (Boschp.)	6 6		3 6		...	...	...	...	...
...	4 20	3 15	3 35	2 50	1 65	**Lanaeken** ..... arr.	6 15		3 15		...	...	...	...	...
...	...	...	...	...	...	„ „ ..... dep.	6 25	...	3 45	...	...	...	...	...	...
...	...	...	3 70	2 75	1 85	Eygenbilsen	6 35	...	3 55	...	...	...	...	...	...
...	5 0	3 75	4 0	3 0	2 0	Munsterbilsen	6 45	...	4 8	...	...	...	...	...	...
...	...	...	4 30	3 25	2 15	Beverst	6 55	...	4 18	...	...	...	...	...	...
...	...	...	4 65	3 50	2 30	Diepenbeek	7 5	...	4 28	...	...	...	...	...	...
42	...	...	5 20	3 90	2 60	**Hasselt** (Station)	7 22	...	5 0	...	...	...	...	...	...
...	6 50	4 85	...	...	...	„ (Stopping place)	...	...	...	...	...	...	...	...	...
...	...	...	5 70	4 25	2 85	**Alken**	7 38	...	5 16	...	...	...	...	...	...
...	...	...	6 10	4 55	3 5	Cortenbosch	7 51	...	5 29	...	...	...	...	...	...
52	8 30	6 20	6 65	5 0	3 30	St. Trond	8 6	...	6 0	...	...	...	...	...	...
...	...	...	7 5	5 30	3 50	Velm	8 18	...	6 12	...	...	...	...	...	...
57½	9 30	7 0	7 45	5 60	3 70	**Landen** ..... arr.	8 28	...	6 22	...	...	...	...	...	...

Direct Tickets.—From Aix-la-Chapelle to Brussels, and *vice versa*, Express, 16fr., & 12fr. 20c., 12fr. 95c., 9fr. 60c., and 6fr. 40c. Ordinary. To Mechlin, Ex. 14fr. 80c., and 11fr. 20c.; Ord. 11fr. 85c., 8fr. 90c., and 5fr. 90c. To Antwerp, Ex. 17fr. 30c., & 13fr.; Ord. 13fr. 95c., 10fr. 40c., and 6fr. 85c. To Ghent, Ex. 20fr. 50c., and 15fr. 50c.: Ord. 16fr. 45c., 12fr. 30c., and 8fr. 15c. To Bruges, Ex. 24fr., 50c., and 18fr. 70c.; Ord. 19fr. 95c., 15fr. 10c., and 9fr. 95c. To Ostend, Ex. 27fr. 10c., and 20fr. 50c.; Ord. 21fr. 65c., 16fr. 30c., and 10fr. 80c.

LANDEN TO MASTRICHT AND AIX-LA-CHAPELLE.

English Miles	Fares. EXPRESS. 1st class	EXPRESS. 2nd class	ORDINARY. 1st class	ORDINARY. 2nd class	ORDINARY. 3rd class	Stations.	Trains. 1 1,2,3 class	2 1,2,3 class	3 1,2,3 class	4 1,2,3 class	5 1,2,3 class	6	7	8	9
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	LIEGE (page 67)	a.m	a.m.	p.m.	p.m.	p.m.				
—	—	—	—	—	—	**Landen** ..... dep.	...	9 0	11 15	...	7 10	...	...	...	...
...	...	...	0 80	0 40	0 25	Velm	...	9 10	11 27	...	7 21	...	...	...	...
6	1 10	0 85	1 0	0 70	0 45	St. Trond	...	9 20	11 52	...	7 32	...	...	...	...
...	...	...	1 50	1 0	0 70	Cortenbosch	...	9 30	12 3	...	7 43	...	...	...	...
...	...	...	2 0	1 40	0 90	Alken	..	9 38	12 18	...	7 54	...	...	...	...
16	2 80	2 10	...	...	...	**Hasselt** (Stopping place)	...	...	...	...	...	...	...	...	...
...	...	...	2 20	1 70	1 10	„ (Station)	...	9 50	12 52	...	8 10	...	...	...	...
...	...	...	2 80	2 10	1 40	Diepenbeek	...	Stop	1 5	...	8 22	...	...	...	...
...	...	...	3 10	2 35	1 55	Beverst	...		1 13	...	8 30	...	...	...	...
...	4 30	3 25	3 45	2 80	1 70	Munsterbilsen	...		1 29	...	8 40	...	...	...	...
...	...	...	3 75	2 80	1 90	Eygenbilsen	...	...	1 39	...	8 50	...	...	...	...
...	5 10	3 80	4 10	3 5	2 5	**Lanaeken**	...	...	1 50	...	9 2	...	...	...	...
36	5 70	4 30	4 55	3 40	2 30	**Mastricht** (Boschp.)	...	...	2 11	...	9 13	...	...	...	...
...	...	...	...	...	...	**Mastricht** (Wyck) ..... arr.	a.m.	...	2 15	p.m.	9 17	...	...	...	...
...	...	...	...	...	...	„ „ ..... dep.	6 40	...	Stop	4 25	Stop	...	...	...	...
40	...	...	5 5	3 80	2 55	Meersen	6 52	...		4 33		...	...	...	...
43	6 80	5 10	5 45	4 10	2 75	Valkenburg	7 7	...		...		...	...	...	...
47	...	...	5 95	4 45	3 0	Wylre	7 23	...	...	4 47	...	...	...	...	...
51	8 10	6 5	6 59	4 85	3 25	**Simpelveld**	7 40	...	...	5 6	...	...	...	...	...
57½	9 30	7 0	7 45	5 60	3 70	**Aix-la-Chapelle** (Temp) ..... ar.	8 7	...	...	5 44	...	...	...	...	...
...	...	...	...	...	...	„ „ ..... dep.	...	...	...	...	...	...	...	...	...
57½	...	...	...	...	...	„ (Marschierthor) ..... arr.	8 30	...	...	6 0	...	...	...	...	...

Direct Tickets.—From Aix-la-Chapelle to Courtray, and *vice versa*, Exp. 24fr. 80c., and 18fr., 75c.; Ordinary 19fr. 85c., 14fr. 90c., and 9fr. 90c. To Mouscron. Ex. 26fr., and 19fr. 50c.; Ord. 20fr. 95c., 15fr. 60c., and 10fr. 40c. To Tournay, Ex. 27fr. 90c., and 21fr.; Ord. 23fr. 45c., 16fr. 80c., and 11fr. 15c. To Louvain, Ex. 12fr. 50c., and 9fr. 90c.; Ord. 9fr. 95c., 7fr. 60c., and 5fr. To Tirlemont, Ex. 10fr. 80c., and 8fr. 20c.; Ord. 8fr. 65c., 6fr. 50c. and 4fr. 25c.

West Flanders.—BRUGES, ROULERS, DEYNZE, COURTRAI, COMINES, and POPERINGHE.—Chemin de fer de la Flandre Occidentale.

[6734.

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations. [NO TUNNELS	1	2		4	1 & 2 class	6	*7
Dis.	fr. c.	fr. c.	fr. c.	BRUSSELS (page 63)	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Bruges**.....dep.	4 30	...	...	8 0	12 45	6 10	...
4	0 50	0 40	0 25	Lophem	4 40	...	...	8 15	...	6 25	...
6	0 80	0 60	0 40	Zedelghem.....	4 50	...	...	8 20	1 0	6 30	...
11	1 60	1 20	0 80	Thourout	5 10	...	...	8 30	1 10	6 40	...
14	2 0	1 50	1 0	Lichtervelde	5 20	...	...	8 45	1 20	6 50	..
16	2 10	1 60	1 5	Gits	5 30	...	...	8 50	...	7 0	...
18	2 40	1 80	1 20	Beveren	5 35	...	...	9 0	...	7 5	...
19	2 50	1 90	1 25	**Roulers**	5 45	...	...	9 10	1 35	7 20	...
21	2 80	2 10	1 40	Rumbeke	5 50	...	...	9 15	1 40	7 25	...
24	3 20	2 40	1 60	Iseghem	6 0	...	...	9 25	1 50	7 35	...
25	3 20	2 40	1 60	**Ingelmunster** .....arr.	6 10	...	...	9 45	2 0	7 45	...
	...	...	...	... **Ingelmunster**dep	...	5 30	...	9 50	2 10	...	6 40
	3 60	2 70	1 80	28½ Moulebeke.....	...	5 40	...	10 0	2 20	...	6 50
	3 60	2 70	1 80	32½ Thielt	...	5 50	...	10 5	2 30	...	7 0
	4 0	3 0	2 0	36 Aerseele.....	...	6 10	...	10 20	2 40	...	Stop
	...	...	...	39 Grammene	...	6 15	...	10 35	2 50	...	
	4 60	3 45	2 30	41½ **Deynze** .....arr.	...	6 20	...	10 40	2 54	...	
...	...	...	...	**Ingelmunster**.....dep.	6 10	Stop	7 50	9 45	2 10	7 45	...
27	3 60	2 70	1 80	Londelede	6 20		8 0	9 55	...	7 55	...
30	4 0	3 0	2 0	Heule	6 40	...	8 10	10 5	...	8 5	...
32	4 0	3 0	2 0	**Courtral** (p. 63, 70) arr.	6 45	...	8 20	10 15	2 20	8 15	...
...	...	...	...	,, ...dep.	7 40	...	Stop	10 40	2 30	8 30	...
36	4 50	3 40	3 25	Wevelghem	7 55	...		10 55	2 40	8 40	...
40	4 50	3 40	2 25	Menin	8 10	...		11 10	2 50	8 55	...
42	5 0	3 75	2 50	**Wervicq**.....	8 25	...	...	11 25	3 0	9 10	...
45	5 40	4 5	2 70	**Comines**.....	8 35	...	...	11 40	3 5	9 20	...
53	5 60	4 20	2 80	**Ypres**	9 10	...	...	12 0	3 25	9 40	...
55	6 0	4 50	3 0	Vlamertinghe	9 20	...	...	12 10	3 35	9 50	...
59	6 40	4 80	3 20	**Poperinghe** .....arr.	9 30	...	...	12 20	3 45	10 0	...

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations. [NO TUNNELS.	1	2	3	4	5	1 & 2 class	7*
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Poperinghe**.....dep.	...	5 15	...	11 0	3 0	4 45	...
4	0 60	0 45	0 30	Vlamertinghe	...	5 20	...	11 15	3 10	4 55	...
6	0 80	0 60	0 40	**Ypres**	...	5 40	...	11 25	3 25	5 5	...
14	2 0	1 50	1 0	**Comines**.....	...	6 5	...	11 40	3 45	5 25	...
17	2 40	1 80	1 20	**Wervicq**	...	6 15	...	11 55	4 0	5 30	...
19	2 80	2 13	1 40	Menin	...	6 25	...	12 10	4 15	5 40	...
23	3 20	2 40	1 60	Wevelghem	...	6 35	...	12 25	4 30	5 50	...
27	3 60	2 70	1 80	**Courtral** (p. 63, 70) arr.	...	6 55	...	12 45	4 45	6 0	...
...	...	...	...	,, ...dep.	4 30	7 30	9 5	1 0	Stop	6 10	...
29	4 0	3 0	2 0	Heule	4 40	7 40	9 15	1 5		...	...
32	4 0	3 0	2 0	Londelede	4 50	7 50	9 25	...		6 20	...
34	4 0	3 0	2 0	**Ingelmunster** .....arr.	5 5	8 0	9 35	1 20	...	6 30	...
	5 95	4 45	3 0	50½ **Deynze** .....dep.	...	6 50	Stop	12 30	..	5 30	...
	...	...	...	... Grammene.....	...	6 55		12 40	...	5 40	...
	5 30	4 40	2 90	45 Aerseele.....	...	7 0	...	12 50	...	5 50	...
	5 20	3 90	2 60	41½ Thielt	...	7 20	...	1 0	...	6 0	7 20
	4 80	3 60	2 40	37½ Moulebeke	...	7 30	...	1 10	...	6 10	7 30
	...	...	...	34 **Ingelmunster**arr.	...	7 40	...	1 20	...	6 20	7 40
34	4 0	3 0	2 0	**Ingelmunster** .....dep.	5 5	8 0	...	1 20	...	6 30	Stop
...	4 0	3 0	2 0	Iseghem	5 20	8 10	...	1 30	...	6 40	
38	4 0	3 0	2 0	Rumbeke	5 25	8 15	...	1 40	...	...	
40	4 0	3 0	2 0	**Roulers**	5 45	8 20	...	1 50	...	6 55	...
41	4 40	3 30	2 20	Beveren	5 50	8 25	...	...	...	7 0	...
43	4 40	3 30	2 20	Gits	6 0	8 40	...	2 0	...	7 5	...
45	4 80	3 60	2 40	Lichtervelde	6 15	8 45	...	2 5	...	7 15	...
48	5 20	3 90	2 60	Thourout	6 35	8 55	...	2 12	...	7 25	...
53	5 0	4 50	3 0	Zedelghem	7 5	9 10	...	2 25	...	7 40	...
55	6 30	4 75	3 15	Lophem	7 20	9 15	...	...	...	7 45	...
59	6 40	4 80	3 20	**Bruges** .....arr.	7 30	9 30	...	2 35	...	7 55	...

These trains correspond at Bruges, Courtrai, and at Deynze, with the government trains going to OSTEND, GHENT, BRUSSELS, ANTWERP, MOUSCRON, TOURNAI; and consequently with the Trains of the Northern of France for Lille, Paris, and Calais. Passengers are booked through from Ostend to the principal stations on the West Flanders Lines; also to Mouscron, Tournai, Lille, Paris, Roubaix, Tourcoing, St. Omer, Calais, Amiens, Arras, and Douai; also from Paris, Calais, and Lille to Bruges, and from the principal stations on the Belgian Government Railways to the principal stations on the West Flanders Lines.

N.B.—The Trains stop at every Station. * Mondays only.

FURNES, DIXMUDE, and LICHTERVELDE.—Chemin de fer de Lichtervelde a Furnes.

[30-7

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4
Dis.	fr. c.	fr. c.	fr. c.		a.m.	noon	p.m.	...
—	—	—	—	Furnes .....dep.	7 25	12 0	5 30	...
4	0 80	0 60	0 40	Oostkerke	7 40	12 15	5 45	...
9½	1 20	0 90	0 60	Dixmude	7 50	12 25	5 55	...
11½	1 45	1 10	0 70	Essen	8 0	12 35	6 5	...
13½	1 75	1 32	0 90	Zuren	8 10	12 45	6 15	...
18½	2 20	1 70	1 10	Handzame	8 20	12 55	6 23	...
17½	2 20	1 70	1 10	Cortemarcq	8 25	1 0	6 30	...
21	2 70	2 5	1 35	**Lichtervelde** .....arr.	8 40	1 15	6 45	...

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4
Dis.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.	...
—	—	—	—	**Lichtervelde** .....dep.	9 0	2 5	7 20	...
4	0 80	0 35	0 25	Cortemarcq	9 15	2 20	7 35	...
9½	0 80	0 55	0 35	Handzame	9 20	2 25	7 40	...
11½	1 5	0 80	0 50	Zuren	9 30	2 35	7 50	...
13½	1 35	1 0	0 70	Essen	9 40	2 43	8 0	...
18½	1 50	1 15	0 75	Dixmude	9 50	2 55	8 10	...
17½	2 0	1 50	1 0	Oostkerke	9 57	3 2	8 17	...
21	2 70	2 5	1 35	**Furnes** .....arr.	10 15	3 20	8 35	...

BRUSSELS, BRAINE-LE-COMTE, JURBISE, TOURNAY, COURTRAI, Calais, and London.

Dist.	Fares. 1st Class	2nd Class	3rd Class	Stations.	Daily Trains. 1	2	3	4	5	6	7	8	9	10
					1,2,3 Class	1,2,3 Class	1, 2, 3 Class	1,2,3 Class	Ex 1 & 2	1, 2, 3 Class	1, 2, 3 Class	1, 2, 3 Class	1,2,3 Class	1, 2, 3 Class
Kls.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.
..	..	..	..	Cologne (p. 67) dep.	..	..	..	11 30	..	..	..	9 30	..	..
..	..	..	..	Brussels (N. Sta.) arr.	..	..	..	6 25	..	..	..	3 30	..	..
	From	Bruss	els.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Brussels** (S. Sta.) dep.	..	6 15	7 30	7 45	8 15	12 30	4 30	5 0	7 0	7 15
2½	0 80	0 30	0 20	Forest	..	6 20	..	..	..	..	4 35	..	..	..
4½	0 80	0 40	0 30	Ruysbroeck	..	6 25	..	7 50	..	12 40	4 40	5 10	..	7 25
6½	0 80	0 60	0 40	Loth	..	6 30	..	..	..	12 45	4 45	..	..	..
8½	1 20	1 0	0 60	**Hal**	..	6 35	7 45	8 0	..	12 55	4 50	5 20	..	7 35
10½	1 50	1 0	0 70	Lembecq	..	6 40	..	..	..	1 0	4 55	..	..	..
12½	1 60	1 20	0 80	Tubize	..	6 45	7 55	..	..	1 5	5 0	5 30	..	7 45
18½	2 50	2 0	1 25	**Braine-le-Comte**	..	7 15	8 20	8 35	8 55	1 30	5 30	6 0	7 45	8 15
22½	3 0	2 20	1 50	Soignies	..	7 25	Stop	8 45	Stop	1 40	Stop	6 10	7 55	Stop
30½	4 0	3 0	2 0	**Jurbise**	..	7 45		9 10		2 10		6 35	8 15	
33	4 80	3 30	2 20	Lens	..	7 50		9 15	..	2 15		6 40	Stop	
35½	4 80	3 60	2 35	Brugelette	..	8 0	..	9 20	..	2 25	..	6 50	..	..
37½	5 0	3 70	2 45	Chièvres and Attres	..	8 5	..	9 25	..	2 30	..	6 55	..	..
39½	5 20	3 90	2 55	Maffles	..	8 10	..	..	..	2 35	..	7 0	..	..
40½	5 30	4 0	2 65	**Ath** (page 74)	..	8 25	..	9 40	..	2 50	..	7 15	..	..
43½	5 80	4 30	2 85	Ligne	..	8 30	..	9 45	..	2 55	..	7 20	..	..
46	6 20	4 70	3 10	Leuze	..	8 40	..	9 50	1,2,3	3 5	..	7 25	..	..
51½	6 70	5 0	3 35	Bary-Maulde	..	8 50	..	..	Class	3 15	..	7 35	..	..
56½	7 50	5 50	3 70	Havinnes	..	9 0	a.m.	..	p.m.	..	p.m.	..	..	..
60½	8 0	6 0	3 90	**Tournay**	..	9 20	6 0	10 30	2 0	4 0	4 45	8 10	..	..
64	8 80	6 40	4 15	Templeuve	..	Stop	6 5	10 35	2 5	4 5	4 55	8 15	..	..
66	8 80	6 60	4 30	Néchin	a.m.		6 10	10 40	2 10	4 10	5 5	8 20	p.m.	p.m.
72½	9 60	7 20	4 70	Mouscron J (Fr. Frontier)	8 30	..	7 0	11 20	2 55	4 50	5 50	9 0	12 45	6 55
80	10 60	8 0	5 20	**Courtrai**	..	a.m.	7 5	12 50	3 10	6 10	6 10	..	..	..
75½	10 25	7 70	5 5	Tourcoing (page 12)	8 40	9 40	7 10	11 20	3 5	5 0	6 0	9 10	12 55	7 10
76½	10 50	7 85	5 20	Roubaix (page 12)*	8 47	9 47	7 17	11 37	3 12	5 7	6 7	9 17	1 2	7 25
83	11 60	8 70	5 30	Lille (page 12) arr.	9 5	10 5	7 35	11 55	3 30	5 25	6 25	9 35	1 20	7 45
134½	..	..	..	Dunkirk (page 15) arr.	Stop	Stop	11 0	4 30	Stop	8 40	10 30	6 15	Stop	10 30
147½	23 40	17 55	..	Calais (page 15) arr.	..	..	11 30	5 30	..	9 10	10 30	2 30	..	10 30
..	..	..	..	,, dep.	..	..		..	..	..	..	..	..	..
168½	..	..	..	Dover dep.	..	..	Stop	7 30	..	2 0	2 0	5 20	..	2 0
257	64 90	46 50	..	London arr.	..	..		10 0	..	4 30	4 30	7 45	..	4 30
				London Bridge Station.				p.m.		a.m.	a.m.	a.m.		a.m.

Observations.—All Trains change carriages at Mouscron for Lille and stations beyond. Trains Nos. 4 and 7 correspond at Tournay for the line from Tournay to Ghent. Trains 4 and 6, correspond at Ath for Lessines, Grammont, Ninove, Alost, Termonde, and Lokeren. Besides the three regular services of Steam-boats between Calais & Dover, there is also a Steam-boat service between Calais & London by the General Steam Navigation Co., see page 185.

BRUSSELS TO MALINES AND ANTWERP.

Dist.	Express. 1st	2nd	Ordinary. 1st	2nd	3rd	Stations.	1, 2, 3 Class	1st Ex	1st Ex.	1,2,3 Class	1st Ex	1st Ex	1,2,3 Class	1,2,3 Class	1, 2, 3 Class	1&2 Ex
Kls.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	North Station.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	—	—	**Brussels** dep	*6 30	8 45	9 30	10*45	2 45	3 0	*4 0	4 45	8 15	9 30
6½	1 0	0 80	0 80	0 60	0 40	Vilvorde	6 40	8 55	..	10 55	2 55	..	4 10	4 55	8 25	..
12½	2 20	1 60	1 80	1 30	0 85	**Malines** (2)	6 55	9 5	9 55	11 15	3 5	3 20	4 30	5 15	9 45	9 53
17½	3 0	2 20	2 50	1 80	1 15	Duffel	7 5	..		11 25	..		4 40		9 55	
20½	..	..	2 70	2 0	1 35	Contich (page 65)	7 15	..	Stop	11 35	..	Stop	4 50	Stop	9 5	Stop
23½	..	..	3 0	2 30	1 50	Vieux Dieu	7 25	..		11 45	..	..	5 0	..	9 15	..
26½	4 50	3 50	3 50	2 70	1 75	**Antwerp** (1) arr.	7 40	9 35	..	12 0	3 55	..	5 15	..	9 30	..

Extra Trains.—Brussels to Malines, at 6.45 and 11.0 a.m.; and 7.45 p.m. Malines to Antwerp at 7.55 a.m.

(1) For Steamers from Antwerp to London, see page 183. From Antwerp to Hull, see page 188. For Trains from Antwerp to Ghent (via Pays de Waes), see page 72. (2) Malines to Liege, Verviers, and Cologne, see page 68.

* Correspond at Contich for Lierre and Turnhout.

LONDON, CALAIS, COURTRAI, TOURNAY, JURBISE, BRAINE-LE-COMTE, and BRUSSELS.

English Miles.	Fares. 1st Class	2nd Class	3rd Class	Stations.	Daily Trains. 1	2	3	4	5	6	7	8	9	10	11
					1, 2, 3 Class	1, 2, 3 Class	1, 2, 3 Class	1, 2, 3 Class	1, 2, 3 Class	1, 2 3 Clss.	1, 2 3 Class	1, 2 3 Class	1, 2 3 Clss	1, 2 3 Clss	1, 2 3 Clss.
Dis.	fr. c.	fr. c.	fr. c		a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	a.m.	p.m.
—	..		..	LONDON BRIDGE STAT.											
68½	..		..	LONDON ..... dep.	..	..	..	..	8 30	..	..	..	..	8 30	..
110	..		..	DOVER ..... dep.	..	..	..	..	11 15	..	..	..	..	11 0	..
..	..		..	CALAIS ..... arr.	..	..	..	..	..	..	..	..	..	p.m.	..
..	..		..	Do. (p. 12) dep.	..	..	..	..	2 0	7 45	..	..	..	2 0	..
..	..		..	DUNKIRK (p.12) dep.	..	..	..	..	a.m.	7 30	..	..	..	1 45	..
174	..		..	LILLE (page 15) dep.	5 45	8 30	..	10 5	7 30	11 30	1 50	3 15	5 40	4 40	8 5
180½	..		..	Roubaix (page 15)	6 1	8 46	..	10 21	7 46	11 46	2 6	3 30	5 56	4 56	8 21
181½	..		..	Tourcoing (page 15)	6 7	8 52	..	10 27	7 52	11 52	2 12	3 37	6 2	5 2	8 27
192	..		..	**Courtrai**	..	..	..	10 35	7 45	..	2 25	..	..	5 0	8 25
184½	..		..	Mouscron	6 20	..	..	11 5	8 20	12 5	2 45	3 55	6 15	5 40	8 50
191	..		..	Néchin	Stop	..	..	11 20	8 35	Stop	3 0	Stop	Stop	5 50	9 5
193	..		..	Templeuve		..	a.m.	11 25	8 40		3 5			5 55	9 10
196½	—		—	**Tournay** (page 63)		..	5 35	11 40	9 5		3 20			6 15	9 25
200½	0 80	0 40	0 30	Havinnes		..	..	Stop	..		3 30			..	Stop
205½	1 20	1 0	0 60	Bary-Maulde		..	5 50		9 20		..			6 30	
209	1 80	1 30	0 85	Leuze		..	6 0		9 30		3 50			6 40	
212½	2 20	1 60	1 10	Ligne		..	6 10		9 40		4 0			6 50	
215½	2 50	2 0	1 30	**Ath** (1)		..	6 45		9 55		4 10			7 5	
217½	2 80	2 20	1 40	Maffles		..	6 55		..		4 15			..	
219½	3 0	2 20	1 50	Chievres and Attres ..		..	7 0		10 5		4 20			7 15	
220½	3 20	2 40	1 55	Brugelette		..	7 5		10 10		4 25			7 20	
223½	3 50	2 70	1 75	Leus	1 & 2	2 & 3	7 15		10 15		4 35	p.m.		7 25	
226½	4 0	3 0	1 90	**Jurbise**	Ex.	Class	7 35		10 30		4 50	6 30		7 40	
234½	5 0	3 80	2 40	Soignies	a.m.	a.m.	7 50	a.m.	10 45	p.m.	5 5	6 45	p.m.	7 50	
238½	5 60	4 20	2 70	**Braine-le-Comte.**	4 40	6 15	8 10	8 35	11 5	4 30	5 25	7 5	7 35	8 10	
245	6 50	4 80	3 10	Tubize	..	6 40	..	8 50	11 20	4 40	5 45	..	7 50	..	
246½	6 70	5 0	3 20	Lembecq	..	..	..	8 55	..	..	5 50	..	7 55	..	
248½	6 80	5 20	3 30	**Hal**	..	6 50	8 30	9 0	11 30	4 50	5 55	7 25	8 0	8 25	
251½	7 20	5 40	3 50	Loth	..	7 0	8 35	..	..	..	6 5	..	..	8 30	
253	7 50	5 60	3 60	Ruysbroeck	..	7 10	..	9 10	11 40	..	6 10	..	8 15	..	
255	7 50	5 70	3 70	Forest	..	7 20	..	..	..	..	6 15	..	..	..	
257	8 0	6 0	3 90	**Brussels** (S. Sta.) ar.	5 30	7 45	9 0	9 30	12 0	5 15	6 30	7 50	8 35	8 55	
..	..	..	..	BRUSSELS (N. Sta) dep.	..	..	9 30	..	..	..	..	..	..	9 30	
..	32 75	20 24	16 20	COLOGNE ..... arr.	a.	a.m.	4 0	a.m.	noon	p.m.	p.m.	p m.	p.m.	5 0	

From Paris (p. 14) — From Namur. — From Paris. — From Namur. — (1) Ath to Lessines and Termonde see page 74.

Observations.—For Steam Packets between Dover and Calais, see page 185. Trains Nos. 5, 7, and 10 are direct trains, from Mouscron to Brussels. Trains, Nos. 3, 5, 7 and 10, correspond at Jurbise, for Mons; 3, 5, 7, and 10, at Braine, for the whole Namur line; 3, 5 and 7, at Ath for the whole Dendre et Waes line; 3, 5 and 9, for Brussels by Ninove.

ANTWERP TO MALINES AND BRUSSELS.

English Miles.	Fares. Express. 1st Cls.	Express. 2nd Cls.	Ordinary. 1st Cls.	Ordinary. 2nd Cls.	Ordinary. 3rd Cls.	Stations.	Trains. 1	2	3	4	5	6	7	8
							1, 2 3 Class	1st. Ex.	1, 2 3 Class	1st Ex.	1, 2 3 Class	1, 2 3 Class	1, 2, 3 Class.	1, 2, 3 Class.
Dis.	fr. c.	fr. c.	fr. c.	fr. c	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	—	—	**Antwerp** .. dep.	6 15	9 0	10 15	2 50	4 30	7 30	..	9 0
3	..	..	0 80	0 40	0 25	Vieux-Dieu	6 20	..	10 20	..	4 35	7 35	..	..
6	..	..	1 0	0 70	0 45	Contich (page 65) ..	6 25	..	10 25	..	4 40	7 40	..	9 10
9	1 80	1 20	1 30	1 0	0 65	Duffel	6 35	..	10 35	..	4 50	7 50	..	..
14	2 50	1 80	2 0	1 50	0 95	**Malines**	6 55	9 25	10 55	3 15	5 10	8 10	8 35	9 35
20	3 50	2 70	2 80	2 20	1 40	Vilvorde	7 10	..	11 10	..	5 25	8 25	8 50	..
24½	4 50	3 50	3 50	2 70	1 75	**Brussels** .. arr.	7 30	9 50	11 30	3 40	5 45	8 45	9 10	10 5

Nos. 1, 3, 4 and 5, correspond at Malines for the Ghent line; and 1, 2, 3, 5, 6 & 8 for the Liege Line.

Extra Trains—Antwerp to Brussels at 12.15 p.m.; Malines to Brussels at 6.0, 9.50 a.m., and 3.5 p.m.; to Vilvorde and Brussels at 8.36, 10.25 a.m., and 3.0 and 4.30 p.m.

BRUSSELS, OTTIGNIES, NAMUR, CINEY, JEMELLE, ARLON, AND LUXEMBOURG. [1869.

Miles	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1 & 2 class	1,2,3 class	1,2,3 class	1,2,3 class
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Brussels** .....dep.	6 30	7 40	9 10	1 0	1 45	5 30
5½	0 70	0 50	0 30	Boitsfort	6 40	...	...	...	1 55	5 40
6	0 80	0 60	0 40	Groenendael (Waterloo).....	6 50	...	9 25	...	2 0	5 50
9½	1 20	0 90	0 60	La Hulpe	7 0	...	9 35	...	2 10	6 0
11½	1 60	1 20	0 80	Rexensart	7 10	...	...	...	2 20	6 10
16	2 0	1 50	1 0	**Ottignies** .....arr.	7 20	8 10	9 52	1 40	2 30	6 20
...	...	...	...	,, ...dep.	7 2..	Stop	9 55	Stop	2 35	6 25
18	2 40	1 60	1 20	Mont St. Guibert	7 40	...	...	...	2 45	6 40
20½	2 80	1 0	1 40	Chastre	7 50	...	...	...	3 0	6 50
25½	3 20	2 40	1 60	Gembloux	8 0	...	10 25	...	3 10	7 0
28½	4 0	3 0	2 0	St. Dennis-Bovesse	8 15	...	...	...	3 25	7 15
30½	4 0	3 0	2 0	Rhisnes	8 25	...	...	...	3 30	7 25
34	4 80	3 60	2 40	**Namur** .....arr.	8 40	...	10 50	...	3 45	7 40
...	...	...	...	,, ...dep.	9 0	...	11 5	...	5 15	Stop
39½	5 30	3 90	2 60	Naninnes.....	9 30	...	...	...	5 30	
45½	6 0	4 50	3 0	Assesses	9 55	...	11 37	...	5 50	
48½	6 40	4 80	3 20	Natoye.....	10 10	...	...	...	6 5	...
52	6 80	5 10	3 40	Ciney	10 25	...	12 0	...	6 20	...
56½	7 60	5 70	3 80	Haversin.....	11 0	...	...	...	6 50	...
64½	8 40	6 30	4 20	Aye (Marche)	11 30	...	12 35	a.m.	7 10	...
69½	9 20	6 90	4 60	**Jemelle** (Rochefort) [1].....	12 0	...	12 55	6 0	7 30	...
75	10 0	7 50	5 0	Grupont	12 15	...	1 5	6 30	Stop	...
81½	10 80	8 10	5 40	Poix (St. Hubert).....	12 45	...	1 28	7 15		...
90	11 60	8 70	5 80	Libramont (Recogne)	1 30	...	1 55	7 55		...
95½	12 40	9 30	6 20	Longlier (Neufchateau)	2 15	...	2 9	8 30	...	...
105½	13 60	10 20	6 80	Marbehan	2 50	...	2 31	9 0	...	...
1 9½	14 60	10 80	7 20	Habay	3 25	a.m.	2 40	9 20	...	...
118½	15 60	11 70	7 80	**Arlon**.....	4 0	6 30	3 5	10 0	...	...
...	16 40	12 15	8 20	Sterpenich (Belgian Customs)	Stop	6 45	3 20	Stop	...	...
...	...	...	...	Bettingen (Frontier)		6 55	3 25		...	...
...	...	...	...	Cappellen		7 5	3 42		...	...
...	...	...	...	Mamer.....	...	7 15	3 50	...	...	...
...	...	...	...	Bertrange	...	7 25	4 0	...	...	...
...	16 60	13 80	9 30	**Luxembourg** .....arr.	...	7 40	4 15	...	...	...
						p.m.	p.m.			
...	...	...	...	METZ (page 51) .....arr.	...	12 10	7 5	...	...	...
...	...	...	...	FORBACH (page 51) ..... ,,	...	8 45	...	...	...	...
...	...	...	...	NANCY (page 51) ..... ,,	...	2 30	9 10	...	...	...
...	...	...	...	STRASBOURG (page 53) ..... ,,	...	8 20	7 30	a.m.	...	...
...	...	...	...	BALE (page 58) ..... ,,	...	10 15	12 0	...	...	...

Stations.	Trains. 1,2,3 class	1,2,3 class	1 & 2 class	1,2,3 class	1,2,3 class	1,2,3 class
	a.m.	a.m.	a.m.			
BALE (page 50).....dep.	...	...	11 55	...	...	...
STRASBOURG (page 52) ..... ,,	...	...	7 35	p.m.	...	...
NANCY (page 51)	...	...	3 55	a.m.	...	...
FORBACH (page 51) ..... ,,	...	...	...	...	...	...
METZ (page 51)..... ,,	...	...	5 35	a.m.	...	...
			a.m.	p.m.	p.m.	p.m.
Luxembourg .....dep.	...	...	8 25	...	...	5 30
Bertrange	...	...	8 39	...	...	5 40
Mamer.....	...	...	8 49	...	...	5 50
Cappellen	...	...	8 58	...	...	6 0
Bettingen (Frontier)	...	...	9 10	...	...	6 10
Sterpenich (Belgian Customs).....	a.m.	...	9 30	...	p.m.	6 30
Arlon.....	6 50	...	10 0	...	4 0	7 0
Habay	7 20	...	10 20	...	4 30	Stop
Marbehan	7 45	...	10 30	...	5 0	
Longlier (Neufchateau)	8 30	...	11 0	...	5 30	
Libramont (Recogne).....	8 55	...	11 15	...	5 55	...
Poix (St. Hubert).....	9 26	...	11 25	...	6 30	...
Grupont	9 45	a.m.	11 50	p.m.	7 0	...
Jemelle (Rochefort)	10 0	6 15	12 15	2 0	7 15	...
Aye (Marche).....	Stop	6 35	12 22	2 20	Stop	...
Haversin.....		6 55	...	2 45		...
Ciney		7 20	1 5	3 15		...
Natoye.....	...	7 40	...	3 30	...	...
Assesses	...	7 55	1 27	3 40	...	...
Naninnes.....	...	8 15	...	4 0	...	...
Namur .....arr.	a.m.	8 30	1 55	4 30	...	...
,, ...dep.	6 15	9 45	2 10	5 15	...	...
Rhisnes	6 30	9 55	...	5 30	...	...
St. Denis-Bovesse.....	6 40	10 0	...	5 40	...	...
Gembloux	6 55	10 20	2 33	5 55	...	...
Chastre	7 5	10 30	...	6 5	...	...
Mont St. Guibert	7 10	10 40	...	6 10	...	...
Ottignies .....arr.	7 20	10 55	3 0	6 20	...	...
,, ...dep.	7 25	11 5	3 5	6 30	...	...
Rixensart	7 40	...	...	6 40	...	...
La Hulpe.....	7 45	11 20	3 20	6 45	...	...
Groenendael (Waterloo).....	7 55	11 30	3 30	6 55	...	...
Boitsfort	8 5	11 40	...	7 5	...	...
Brussels ....arr.	8 15	11 50	3 45	7 15	...	...

[1] An Omnibus waits at Jemelle to convey passengers to the Grotto of Han.

THIONVILLE AND LUXEMBOURG.—Guillaume Luxembourg.

Miles	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	
—	—	—	—	**Thionville** (p. 51) .....dep.	6 50	11 25	6 15	9 25	...
5	0 90	0 65	0 50	Hettange...	7 7	11 42	6 32	9 42	...
14½	2 90	2 20	1 60	Bettembourg.....	7 45	12 20	7 10	10 20	...
17½	3 40	2 60	1 90	Fentange	7 58	12 35	7 23	10 33	...
21	3 90	2 95	2 15	**Luxembourg** .....arr.	8 10	12 45	7 35	10 45	...

Miles	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	
—	—	—	—	**Luxembourg** .....dep.	5 30	9 30	4 30	7 25	...
7	1 0	0 75	0 55	Fentagne	5 44	9 44	4 44	7 49	...
14½	1 50	1 15	0 85	Bettembourg	6 5	10 5	5 5	8 10	...
18	3 9	2 25	1 65	Hettange	6 35	10 35	5 35	8 40	...
21	3 90	2 95	2 15	**Thionville** (p. 51).....arr.	6 50	10 50	5 50	8 55	...

BRUSSELS AND COLOGNE,
VIA NAMUR, LIEGE, AND AIX-LA-CHAPELLE.
GREAT LUXEMBOURG.—Station, Quartier Leopold.

Passing by Namur and the charming scenery of the Meuse, the most beautiful part of Belgium. [6869.

Travellers taking this Route can proceed from Namur to Liege by steamer, and thus enjoy a most delightful trip down the Meuse, the scenery being most beautiful and picturesque through the whole of this valley—*i. e.* the Rhine in miniature. Steamers also run between Namur and Dinant, which is one of the sweetest spots on the Continent, and is admirably situated for excursion into the Ardennes. For further particulars of this route see page 287 to 291.

Eng. Miles.	Fares. Ordinary. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 2 & 3 class	1 & 2 class	1,2,3 class	1,2,3 class		Stations.	Trains. Ex. 1 cl.	1,2,3 class	1 & 2 class	1,2,3 class	
Dis.	fr. c.	fr. c.	fr. c.	[NO TUNNELS.	a.m.	a.m.	p.m.	p.m.			p.m.	a.m.	a.m.	a.m.	
—	—	—	—	**Brussels** .....dep.	6 30	9 10	1 45	5 30	...	**Cologne**.....dep.	11 30	...	9 15	...	...
3	0 70	0 50	0 30	Boitsfort	6 40	...	1 55	5 40	...	Aix-la-Chapelle ...	1 30	...	10 55	...	...
6	0 80	0 60	0 40	Groenendael.....	6 50	9 25	2 0	5 50	...	Verviers.....	9 55	...	12 0	12 35	...
9	1 20	0 90	0 60	La Hulpe	7 0	9 35	2 10	6 0	...	Pepinster (Spa) ...	...	...	12 5	12 40	...
11	1 60	1 20	0 80	Rixensart	7 10	...	2 20	6 10	...	**Liege** .....arr.	3 25	...	12 35	1 35	...
15	2 0	1 50	1 0	Ottignies	7 20	9 52	2 35	6 25	...	,, ...dep.	4 0	6 0	12 40	2 40	...
18	2 40	1 80	1 20	Mont St. Guibert.....	7 40	...	2 45	6 40	...	Flemalle	...	7 15	1 0	3 6	...
20	2 80	2 10	1 40	Chastre	7 50	...	3 0	6 50	...	Huy.....	4 55	7 50	1 27	3 54	...
23	3 0	2 40	1 60	Gembloux	8 0	10 25	3 10	7 0	...	Andenne	5 15	8 5	...	4 14	...
28	3 80	2 70	1 80	St. Denis Bovesse.....	8 15	...	3 25	7 15	...	Marche-les-Dames	...	8 35	...	4 48	...
31	4 0	3 0	2 0	Rhisne	8 25	...	3 30	7 25	...	**Namur**.....arr.	5 45	8 50	2 5	4 50	...
34	4 80	3 60	2 40	**Namur** .....arr.	8 40	10 50	3 45	7 40	...		1, 2,3 class				
					Stop	a.m.	Ex. 1st	p.m.		,, ...dep.	6 15	9 45	2 10	5 15	...
...	...	...	...	,, ...dep		11 5	4 0	10 40	...	Rhisne	6 30	9 55	...	5 30	...
36	...	...	...	Marche-les-Dames.....	...	11 17	...	...	...	St. Denis Bovesse	6 40	10 0	...	5 40	...
46	...	...	...	Andenne.....	...	11 40	...	11 6	...	Gembloux.....	6 55	10 20	2 38	5 55	...
53	...	...	...	Huy.....	...	12 5	4 45	11 27	...	Chastre	7 5	10 30	...	6 5	...
69	...	...	...	Flemalle	...	12 58	5 7	...	...	Mont St. Guibert...	7 10	10 40	...	6 10	...
72	8 0	6 0	4 0	**Liege** .....arr	...	1 15	5 30	...	...	Ottignies	7 25	11 5	3 5	6 30	...
...	...	...	...	,, ...dep.	...	2 15	5 35	12 20	...	Rixensart	7 40	...	...	6 40	...
82	9 50	7 0	4 80	Pepinster (Spa)	...	3 0	6 0	...	...	La Hulpe	7 45	11 20	3 20	6 45	...
85	10 0	7 50	5 0	Verviers ...e.....	...	3 30	6 15	1 15	...	Groenendael..... ..	7 55	11 30	3 30	6 55	...
101	14 35	11 0	6 50	Aix-la-Chapelle	...	5 15	7 35	3 10	...	Boitsfort	8 5	11 40	...	7 5	...
149	23 40	17 0	11 50	**Cologne** .....arr.	...	7 45	9 15	5 0	...	**Brussels**.....arr.	8 15	11 50	3 45	7 15	...
255	...	...	...	**Hanover**..... ,,	...	...	...	...	...						
353	...	...	...	**Hamburg** ..... ,,	...	...	...	...	...						
534	...	...	...	**Leipsic** ..... ,,	...	...	...	...	...						
548	...	...	...	**Berlin** ..... ,,	...	...	...	...	...						

Note.—Passengers for Cologne change carriages at Namur and Verviers. Passengers leaving Cologne by this route, should book to Namur, and thence by Gt. Luxemburg Railway to Brussels.

BRUSSELS and PARIS (Direct), Via Charleroi, Erquelinnes, and Creil.

Eng. Miles.	Fares. Express. 1 cl.	2 cl.	Ordinary 1 cl.	2 cl.	Stations.	Trains. 1, 2,3 class	1, 2,3 class	1, 2,3 class			Stations.	Trains. 1 & 2 class	1, 2, 3 class	1, 2, 3 class	Ex. 1 cl.	
Dis.	fr. c.	fr. c	fr. c.	fr. c.		a.m.	p.m.	p.m.				p.m.	a.m.	p.m.	a.m.	
—	—	—	—	—	**Brussels** ...dep.	7 30	1 0	5 30	...	...	**Paris** .....dep.	8 0	...	...	9 15	...
3½	0 70	0 50	0 70	0 50	Boitsfort	...	...	5 40	...	...	Pontoise.....	...	...	...	...	...
6½	0 80	0 60	0 80	0 60	Groenendael.....	...	...	5 50	...	...	Beaumont.....	...	...	...	...	...
9½	1 20	0 90	1 20	0 90	La Hulpe	...	...	6 0	...	...	Saint Leu	...	...	...	...	...
15	2 0	1 50	2 0	1 50	Ottignies	8 10	1 40	6 35	...	...	Creil.....arr.	9 20	...	...	10 15	...
21½	3 50	2 40	3 50	2 40	Villers la Ville.....	8 30	1 55	7 5	...	...	,, ...dep	9 35	...	...	10 20	...
39½	5 0	3 70	5 0	3 70	**Charleroi** ...arr.	9 35	2 45	8 20	...	...		a.m.	...	...	p.m.	
						p.m.	...	Stop	...	...	St. Quentin	12 11	...	...	12 10	...
...	...	...	...	...	,, ...dep.	12 5	3 10		...	...	Maubeuge.....	2 10	...	...	1 36	...
56½	8 0	5 90	7 0	5 20	**Erquelinnes** ar.	1 3	3 45		...	...	Jeumont (frontier)	2 27	...	...	1 48	...
...	...	...	...	...	,, ...dep.	1 8	3 46	...	...	...	**Erquelinnes**ar.	2 31	...	...	1 54	...
...	...	...	...	...	Jeumont (frontier)	1 27	4 10	...	...	...	,, dep.	3 10	...	...	2 20	...
62½	...	...	...	...	Maubeuge.....	1 41	4 22	...	...	...	**Charleroi** ...arr.	3 50	a m.	p.m.	3 0	...
103½	...	...	...	...	St. Quentin	3 50	5 56	...	...	...	,, ...dep.	5 45	10 10	4 50	3 30	...
174	17 90	13 20	16 0	12 5	**Creil** .....arr.	6 50	7 48	...	...	...	Villers la Ville.....	6 50	10 50	6 0	4 10	...
...	...	...	...	...	,, ...dep.	7 0	7 55	...	...	...	Ottignies	7 25	11 5	6 30	4 25	...
...	...	...	...	...	Saint Leu	...	...	...	...	...	La Hulpe	7 45	...	...	...	...
...	...	...	...	...	Beaumont.....	...	...	...	...	...	Groenendael.....	7 55	...	...	...	...
...	...	...	...	...	Pontoise.....	...	...	...	...	...	Boitsfort.....	8 5	...	...	...	...
215	26 80	27 30	36 0	27 0	**Paris**.....arr.	8 45	9 0	...	...	...	**Brussels**.....arr.	8 15	11 50	7 15	5 15	...

Passengers leaving Paris by this route should book to Charleroi, and thence by Gt. Luxemburg Railway to Brussels.

Persons desirous of visiting the *Abbey of Villers la Ville*, can leave Brussels at 7.30 a.m., 1.0 & 6.45 p.m., and be back at Brussels by 11.50 a.m., 5.10 & 8.30 p.m.

Belgian Railways.

GHENT, LOKEREN, TERMONDE, BRUSSELS, DENDERLEEUW, and ATH.—Dendre-Waes Railway.

FARES. 1 cl.	2 cl.	3 cl.	STATIONS.	TRAINS. 1	2	3	4	5	STATIONS.	TRAINS. 1	2		4	5
fr. c.	fr. c.	fr. c.		a.m	a.m.	p.m.				a.m.	a m	p.m.		
—	—	—	GHENT .....dep.	7 0	8 45	4 45	..	...	Ath .....dep.	6 30	10 0	4 20	...	...
									Rebaix.....	6 35	10 5	4 25	...	...
...	...	...	Lokeren Junc.dep.	6 50	9 20	3 0	..	...	Papignies	6 40	10 10	4 30	...	...
...	...	...	Zele.....	7 0	9 35	3 10	...	...	Lessines.....	6 45	10 15	4 35	...	...
...	...	...	Termonde June...	7 15	1 45	5 0	...	...	Acren	6 50	10 20	4 40	...	...
									Grammont	6 55	10 25	4 45	...	...
1 80	1 70	1 10	Alost June..... arr.	7 45	...	5 25	...	...						
...	...	...	,, ...dep.	7 40	2 25	5 30	...	...	Ideghem	7 5	10 35	4 55	...	...
2 60	2 20	1 40	Denderleeuw arr.	8 10	2 35	5 40	...	...	Santbergen	7 10	10 40	5 0	...	...
...	...	...	,, dep.	8 20	2 35	5 40	...	...	Ninove.....	7 20	10 50	5 10	...	...
3 50	2 50	1 70	Ninove.....	8 20	2 45	5 50	...	...	Dend'leeuw J.arr.	7 50	11 20	5 35	...	...
4 0	3 0	1 90	Santbergen.....	8 30	2 55	6 0	...	...	,, dep.	7 55	11 20	5 35	...	...
4 0	3 0	2 5	Ideghem	8 35	3 0	6 5	...	...	Alost June. ...arr.	8 25	11 35	5 50	...	...
									,, ...dep.	8 25	11 35	6 0	...	...
4 50	3 40	2 25	Grammont	8 45	3 10	6 15	...	...						
5 0	3 70	2 45	Acren	8 55	3 20	6 25	...	...	Termonde J.	8 55	12 55	6 25	...	...
5 0	3 80	2 50	Lessines	9 0	3 25	6 30	...	...	Zele	9 5	1 15	6 40	...	...
5 30	4 0	2 65	Papignies	9 5	3 30	6 35	...	...	Lokeren J. ...arr.	9 25	1 30	6 55	...	...
5 50	4 20	2 80	Rebaix	9 10	3 35	6 40	..	...						
6 0	4 50	2 95	Ath.....arr.	9 37	4 0	7 5	...	...	GHENT .....arr.	9 15	1 10	6 50	...	...

* Arrives at l'Allée Verte Station.

ANTWERP TO GHENT, (through the Pays de Waes.) [6900

Fares. 1st class	2nd class	3rd class	Stations. BRUSSELS (page 66).....dep. LILLE (page 66) .....arr.	Trains. 1,2,3 class	1 & 2 class	1,2,3 class	1 & 2 class	1,2,3 class						
fr. c.	fr. c.	fr. c.		a. m.	a. m.	a. m.	p. m.	p. m.						
—	—	—	Antwerp (2).....dep.	6 30	8 30	10 30	2 30	6 0	...	...	...	...	...	...
0 80	0 50	0 30	Zwyndrecht	6 45	...	10 45	...	6 15	...	...	...	...	...	...
0 90	0 60	0 40	Beveren	6 55	8 50	10 55	2 50	6 20	...	...	...	...	...	...
1 45	0 95	0 65	Nieukerke	7 5	...	11 5	...	6 30	...	...	...	...	...	...
1 70	1 15	0 75	St. Nicholas	7 20	9 5	11 15	3 5	6 40	...	...	...	...	...	...
2 25	1 50	1 0	Mille-Pommes	7 35	...	11 25	3 10	6 50	...	...	...	...	...	...
2 90	1 90	1 30	Lokeren Junction (page 74) .....arr.	7 55	9 20	11 35	3 26	7 0	...	...	...	...	...	...
...	...	...	States Railway: LOKEREN .....dep.	...	9 25	3 0	5 30	...	...	...	...	...	...	...
...	...	...	TERMONDE .....arr.	...	9 50	3 30	6 0	...	...	...	...	...	...	...
...	...	...	ALOST .....arr.	...	12 15	5 20	6 30	...	...	...	...	...	...	...
...	...	...	BRUSSELS.....arr.	...	11 30	5 5	8 45	...	...	...	...	...	...	...
3 70	2 45	1 65	Beirvelde	8 10	...	11 45	...	7 10	...	...	...	...	...	...
4 50	3 0	2 0	Ghent (1).....arr.	8 30	9 50	12 15	3 50	7 40	...	...	...	...	...	...

GHENT TO ANTWERP.

Fares. 1st class	2nd class	3rd class	Stations. OSTEND (page 62)..... LILLE (page 63).....	Trains. 1,2,3 class	1 & 2 class	1,2,3 class	1 & 2 class	1,2,3 class						
fr. c.	fr. c.	fr. c.		a. m.	a. m.	a. m.	p. m.	p. m.						
—	—	—	Ghent (1) .....dep.	6 15	9 0	10 20	2 30	5 50	...	...	...	...	...	...
0 90	0 60	0 40	Beirvelde	6 30	...	10 30	2 40	6 0	...	...	...	...	...	...
...	...	...	States Railway: BRUSSELS .....dep.	...	7 35	...	11 30	...	...	...	...	...	...	...
...	...	...	ALOST .....dep.	...	8 30	...	12 35	...	...	...	...	...	...	...
...	...	...	TERMONDE .....dep.	...	6 55	...	1 0	...	...	...	...	...	...	...
...	...	...	LOKEREN .....arr.	...	9 20	...	1 30	...	...	...	...	...	...	...
1 70	1 15	0 75	Lokeren Junction .....dep.	6 40	9 20	10 45	2 55	6 10	...	...	...	...	...	...
2 35	1 55	1 5	Mille-Pommes	6 50	...	10 55	...	6 20	...	...	...	...	...	...
2 90	1 90	1 30	St. Nicholas	7 20	9 45	11 10	3 10	6 45	...	...	...	...	...	...
3 15	2 10	1 40	Nieukerke	7 30	...	11 20	...	6 55	...	...	...	...	...	...
3 70	2 45	1 65	Beveren	7 45	10 0	11 25	3 20	7 0	...	...	...	...	...	...
4 15	2 75	1 85	Zwyndrecht	8 0	...	11 35	...	7 10	...	...	...	...	...	...
4 50	3 0	2 0	Antwerp (2) .....arr.	8 20	10 20	11 55	3 50	7 30	...	...	...	...	...	...

(1.) GHENT to OSTEND, see p. 62.—GHENT to TOURNAY and LILLE, see page 62. (2.) ANTWERP to MALINES and BRUSSELS, see page 71.

N.B.—Special Omnibuses serve the correspondences between the stations of the Chemins de Fer de l'Etat and Pays de Waes, at Antwerp and Ghent.

LOUVAIN TO CHARLEROI.

Eng. Miles	Fares. 1st class.	2nd class.	3rd class.	Stations.	Trains. 1	2	3	4
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Louvain** ..... dep.	6 40	..	12 10	5 10
2½	0 80	0 30	0 20	Heverlé	6 50	..	12 20	5 20
5	1 0	0 70	0 50	Vieux-Heverlé*	..	..	..	..
7½	1 0	0 70	0 50	Weert-St.-George	7 10	..	12 35	5 40
10½	1 60	1 20	0 80	Archennes†	..	..	..	..
12½	1 60	1 20	0 80	Gastuche	7 25	..	12 55	5 55
15	2 0	1 50	0 95	**Wavre**	7 40	10 45	1 10	6 10
16½	2 20	1 60	1 10	Limal	7 50	10 55	1 20	6 20
18	2 50	1 80	1 15	**Ottignies**	8 10	11 0	1 40	6 35
20	2 55	2 0	1 30	Court St. Etienne	8 15	Stop	1 45	6 45
23	3 0	2 20	1 50	La Roche	8 25		..	6 55
24½	3 20	2 40	1 60	Villers-la Ville	8 30		1 55	7 5
27½	3 50	2 70	1 75	Tilly	8 40	..	..	7 15
29½	3 80	2 80	1 90	Marbais	8 45	..	2 5	7 25
30½	4 0	3 0	1 95	Ligny	8 55	..	..	7 35
33	4 25	3 20	2 10	**Fleurus**	9 5	..	2 15	7 45
36½	4 70	3 50	2 30	Ransart	9 15	..	..	7 55
38	5 0	3 70	2 45	Lodelinsart	9 20	..	2 30	8 5
41½	5 30	4 0	2 65	**Charleroi** { Porte de Mons ...arr.	9 25	..	2 35	8 20
				{ Etat ..... arr.	9 35	..	2 45	..

All the trains correspond at Ottignies for the Namur and Wavre and Manage lines.
* Trains 1, 3 & 4 stop at Vieux Heverlé on Sundays, Mondays, Wednesdays and Fridays.
† Trains 1, 3 & 4 stop at Archennes on Mondays, Wednesdays, and Fridays.
Extra Trains from Wavre to Ottignies at 7.0 a.m. and 2.15 p.m.

Eng. Miles	Fares. 1st class.	2nd class.	3rd class.	Stations.	Trains. 1	2	3	4
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Charleroi** { Etat ..... dep.	..	10 0	3 20	..
				{ Porte de Mons .. dep.	5 45	10 10	3 30	4 50
3½	0 80	0 30	0 20	Lodelinsart	5 55	10 15	3 35	5 5
5	0 80	0 50	0 30	Ransart	6 5	..	..	5 15
8½	1 0	0 80	0 50	**Fleurus**	6 15	10 30	3 50	5 25
10½	1 50	1 0	0 70	Ligny	6 25	..	..	5 35
12	1 50	1 20	0 75	Marbais	6 35	10 40	4 0	5 45
13½	1 80	1 30	0 90	Tilly	6 40	..	..	5 50
16½	2 10	1 50	1 5	Villers-la-Ville	6 50	10 50	4 10	6 0
18½	2 50	1 80	1 15	La Roche	7 0	..	..	6 10
21½	2 70	2 5	1 35	Court St. Etienne	7 10	11 0	4 20	6 20
23½	3 0	2 20	1 50	**Ottignies**	7 20	11 5	4 25	6 40
24½	3 20	2 40	1 55	Limal	7 30	11 50	Stop	6 45
26½	3 50	2 50	1 70	**Wavre**	7 40	12 0		6 55
28½	3 70	2 80	1 85	Gastuche	7 55	12 15		7 10
30½	4 30	3 25	2 15	Archennes ‖	..	..	..	..
33½	4 30	3 25	2 15	Weert-St.-George	8 10	12 35	..	7 25
36½	5 0	3 70	2 50	Vieux-Heverlé ‡	..	..	..	..
38½	5 0	3 70	2 50	Heverlé	8 30	12 50	..	7 45
31½	5 30	4 0	2 65	**Louvain** ..... arr.	8 40	1 0	..	7 55

All the trains correspond at Ottignies for Brussels.
‡ Trains 1, 2, 3 and 4 stop at Vieux Heverlé on Sundays, Mondays, Wednesdays, and Fridays.
‖ Trains 1, 2, & 4 stop at Archennes on Mondays, Wednesdays, and Fridays.
Extra Trains from Ottignies to Wavre at 10.10 a.m. and 2.35 p.m.

SPECIAL SERVICE BETWEEN BRUSSELS AND WAVRE.

Eng. Miles	Fares. 1 Cl.	2 Cl.	3 Cl.	STATIONS.	Trains. 1	2	3	4	5	6	7	8	9
Dis.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.						
—	—	—	—	**Brussels** ..... dep.	6 20	1 0	6 45	...	...	...	...	...	...
...	...	...	...	Ottignies	7 20	1 40	7 35	...	...	...	...	...	...
16	2 40	1 80	1 20	**Wavre** ..... arr.	7 40	2 50	7 50	...	...	...	...	...	...

Eng. Miles	Fares. 1 Cl.	2 Cl.	3 Cl.	STATIONS.	Trains. 1	2	3	4	5	6	7	8	9
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.					
—	—	—	—	**Wavre** ..... dep.	7 0	10 45	2 15	7 10	...	...	...	...	...
...	...	...	...	Ottignies	7 20	11 5	3 40	7 35	...	...	...	...	...
16	2 40	1 80	1 20	**Brussels** ..... arr.	8 15	11 50	4 30	8 30	...	...	...	...	...

MANAGE AND WAVRE.

Eng. Miles.	Fares. 1st class.	2nd class.	3rd class.	Stations.	Trains. 1	2	3	4	5
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Manage**.....dep.	..	8 55	1 45	5 0	8 45
2½	0 40	0 30	0 20	Seneffe	..	9 5	1 50	5 7	8 50
5	0 80	0 60	0 35	Feluy-Arquennes	..	9 20	2 0	5 15	9 0
8½	1 20	0 90	0 60	**Nivelles**	6 30	9 50	2 15	5 30	a. 10
14½	1 90	1 45	0 95	**Genappe**	6 50	10 15	2 35	5 50	Stop
17½	2 30	1 75	1 15	Bousval	7 0	10 25	2 42	6 0	
20½	2 75	2 5	1 35	Court-St. Etiennes	7 10	10 40	2 52	6 10	
22½	2 95	2 20	1 50	**Ottignies** (pages 72 & 75)..	7 25	10 55	2 57	6 40	..
23½	3 10	2 35	1 55	Limal	7 30	11 50	...	6 45	..
25½	3 45	2 65	1 70	**Wavre**.....arr.	7 40	12 0	...	6 55	..

Eng. Miles.	Fares. 1st class.	2nd class.	3rd class.	Stations.	Trains. 1	2	3	4	5
Dis.	fr. c.	fr. c.	fr. c.	BRUSSELS (page 75)	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Wavre** .....dep.	..	7 40	1 10	..	6 10
..	0 40	0 30	0 20	Limal.....	..	7 50	1 20	..	6 20
..	0 60	0 45	0 35	**Ottignies** (pages 72 & 75)..	..	8 10	2 40	5 0	6 35
1½	0 80	0 60	0 40	Court-St.-Etienne	..	8 20	2 50	5 15	6 42
4½	1 20	0 90	0 60	Bousval	..	8 30	2 58	5 30	6 52
8	1 60	1 20	0 80	**Genappe**	..	8 45	3 5	5 55	7 2
13½	2 30	1 75	1 15	**Nivelles**	7 20	9 35	3 25	6 20	7 20
17½	2 80	2 10	1 40	Feluy-Arquennes.....	7 30	10 0	3 33	6 30	Stop
19½	3 10	2 35	1 55	Seneffe	7 38	10 10	3 40	6 40	
22½	3 45	2 65	1 70	**Manage** .....arr.	7 45	10 20	3 45	6 45	

MONS AND MANAGE.

Eng. Miles.	Fares. 1 Cls.	2 Cls.	3 Cls.	Stations.	Trains. 1	2	†3	†4	5	6
Dis.	fr. c.	fr. c.	fr. c.	BRUSSELS (p. 64)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m
—	—	—	—	**Mons**.....dep.	..	7 30	12 40	4 40	..	7 25
1½	0 25	0 20	0 10	Nimy.....	..	7 35	12 45	4 45	..	7 30
4	0 55	0 40	0 30	Obourg.....	..	7 45	12 55	4 55	..	7 40
6	0 80	0 60	0 40	Havré	..	7 55	1 5	5 5	..	7 50
9½	1 20	0 90	0 60	Bracquegnies	..	8 5	1 15	5 15	..	8 0
15½	2 10	1 55	1 5	**L'Olive**	7 15	..	..	..	6 0	..
16	2 0	1 50	1 0	Mariemont	7 20	..	..	..	6 5	..
18½	1 85	1 40	0 90	**Baume**.....	7 30	..	..	..	6 15	..
12	1 60	1 20	0 80	La Louvière	7 40	8 10	1 20	5 20	6 25	8 5
15½	2 0	1 50	1 0	**Manage** .....arr.	8 0	8 30	1 40	5 40	6 45	8 25

Eng. Miles.	Fares. 1 Cls.	2 Cls.	3 Cls.	Stations.	Trains. 1	2	†3	†4	5	6
Dis	fr. c.	fr. c.	fr. c.	BRUSSELS (p. 75) d.						
—	—	—	—	MANAGE (see ab.) a.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
3½	0 50	0 35	0 25	**Manage** .....dep.	8 5	8 55	10 40	4 10	7 10	8 45
5	0 70	0 55	0 35	La Louvière.....	8 20	9 10	10 55	4 25	7 25	9 0
6½	0 90	0 65	0 45	**Baume**	..	9 20	..	..	..	9 10
7½	0 95	0 70	0 50	Mariemont	..	9 30	..	..	..	9 20
9½	0 90	0 65	0 45	**L'Olive** .....arr.	..	9 40	..	..	..	9 25
9½	1 30	0 95	0 65	Bracquegnies ....dep.	8 30	Stop	11 5	4 35	7 35	Stop
11½	1 50	1 15	0 75	Havré	8 40		11 15	4 45	7 45	
14	1 85	1 40	0 90	Obourg	8 50	..	11 25	4 55	7 55	..
15½	2 0	1 50	1 0	Nimy.....	9 0	..	11 35	5 5	8 5	..
				Mons * .....arr.	9 5	..	11 40	5 10	8 10	..

Observations.—Passengers should be at the Station at least ten minutes before the time indicated in this Table. * MONS to JURBISE, see page 64. † 1st and 2nd class.
Extra Trains from L'Olive to Manage, at 2 p.m.; from Manage to L'Olive at 4.30 p.m.

ERQUELINNES, BINCHE, AND BAUME.

Eng. Miles.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4	5	6
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.	...
—	—	—	—	**Erquelinnes** .....dep.	6 0	8 40	3 45	8 30	...	...
2½	0 40	0 30	0 20	Feluy	6 12	8 52	3 57	8 42	...	...
5	0 70	0 55	0 35	Bonne-Espérance	6 22	9 2	4 7	8 52	...	...
7½	0 95	0 70	0 50	**Binche**	6 35	9 15	4 20	9 35	...	...
10	1 35	1 0	0 70	Peissant	6 45	9 25	4 40	9 45	...	...
14½	1 85	1 40	0 90	**Erquelinnes** .....arr.	6 50	9 30	4 45	9 50	...	...

Eng. Miles.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4	5	6
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.	...
—	—	—	—	**Baume** .....dep.	7 0	9 40	6 30	9 20	...	...
2½	0 40	0 30	0 20	Morlanwelz	7 7	9 47	6 37	9 27	...	...
5	0 70	0 55	0 35	**Binche**	7 20	10 15	6 55	9 45	...	...
7½	0 95	0 70	0 50	Bonne-Espérance	7 27	10 22	7 12	9 53	...	...
10	1 35	1 0	0 70	Peissant	7 37	10 32	7 22	10 3	...	...
14½	1 85	1 40	0 90	**Erquelinnes** .....arr.	7 45	10 40	7 30	10 10	...	...

Sambre & Meuse.—CHARLEROI TO VIREUX.

Length, 68 Miles. [6325.

Eng. Mls. Dis.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4	5
					a.m.	a.m.	p.m.		
—	—	—	—	**Charleroi** .....dep.	6 0	10 5	3 30	...	...
1½	0 50	0 35	0 25	La Sambre	6 30	10 10	3 40	...	...
5½	1 0	0 70	0 50	Jamioulx.....[T. 230 yards.].....	6 50	...	...	...	...
8½	1 50	1 5	0 75	Hameau .....[T. 480 yards.].....	7 10	10 25	4 0	...	...
11½	2 0	1 40	1 0	**Berzee**.....arr.	7 25	10 35	4 10	...	...
...	...	...	...	**Berzee**.....dep.	...	...	4 15	...	...
12½	2 50	1 75	1 25	Thy-le-Chateau.....	...	...	4 30	...	..
15½	2 50	1 75	1 25	**Laneffe** .....arr.	...	...	5 20	...	...
13½	2 50	1 75	1 25	**Walcourt** .....dep.	7 40	10 40	4 20	...	...
..	...	...	...	**Walcourt**..... .....dep.	...	11 15	4 30	...	...
18	3 0	2 10	1 50	St. Lambert	...	11 30	4 50	...	...
22½	4 0	2 80	2 0	Florennes	...	11 45	5 5	...	...
21½	3 50	2 45	1 75	Philippeville.....arr	...	12 5	5 30	...	...
...	...	...	...	**Walcourt** ....dep.	8 45	...	4 35	...	...
18½	3 0	2 10	1 50	Fraire	...	...	4 55	...	...
31½	3 50	2 45	1 75	**Morialme** .....arr.	9 15	...	5 15	...	...
16½	3 0	2 10	1 50	**Silenrieux**	8 55	11 0	4 35	...	...
20½	3 50	2 45	1 75	Cerfontaine..... [T. 490 yards.]...	9 15	11 15	4 45	...	...
29½	5 0	3 50	2 50	Mariembourg.....dep.	9 50	11 40	5 20	...	...
32½	5 50	3 85	2 75	**Couvin**.....arr.	...	11 50	5 35	...	...
33½	5 50	3 85	2 75	Olloy ..... [T. 390 yards.]...	...	...	5 45	...	...
35½	5	4 20	3 0	**Vierves**[T. 200yds.]B.Cust'ms	11 0	...	6 30	...	...
36½	6 70	4 70	5 35	**Vireux**.....arr.	10 30	...	7 0	...	...

Eng. Mls. Dis.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4	5
					a.m.	a.m.	p.m.	p.m.	
—	—	—	—	**Vireux**..... dep.	...	6 30	12 15	...	...
4	1 20	0 85	0 60	**Vierves**[T. 200yds.]B.Cust'ms	...	7 15	12 30	...	...
6	1 20	0 85	0 60	Olloy .....[T. 390 yards.]...	...	7 20	...	...	...
13	2 20	1 55	1 10	**Couvin** .....dep	...	7 45	1 10	...	...
9½	1 70	1 20	0 85	Mariembourg [T. 490 yards] dep.	...	8 0	1 25	2 0	...
13½	3 20	2 25	1 60	Cerfontaine	...	8 20	1 45	2 40	...
23	3 70	2 60	1 85	**Silenrieux**	...	8 30	2 0	2 50	...
32½	5 70	4 0	2 85	**Morialme** .....dep.	5 30	...	1 0	...	...
30½	5 20	3 65	2 60	Fraire	5 45	...	1 20	...	...
...	...	...	...	**Walcourt** .....arr.	6 5	...	1 40	...	...
33½	5 70	4 0	2 85	Philippeville .....dep.	...	7 40	1 0	...	...
34½	5 70	4 0	2 85	Florennes	...	8 0	1 20	...	...
30	5 20	3 65	2 60	St. Lambert	...	8 20	1 45	...	...
...	...	...	...	**Walcourt** .....arr.	...	8 30	1 50	...	...
25½	4 20	2 95	2 10	**Walcourt** .....dep.	6 30	8 50	2 10	4 0	...
21½	5 20	3 65	2 60	**Laneffe** .....dep.	...	8 0	...	...	...
29	4 70	3 30	2 35	Thy-le-Chatean	...	8 30	...	...	...
...	...	...	...	**Berzee** .....arr.	...	8 40	...	..	...
27½	4 70	3 30	2 35	**Berzee**.... .....dep.	6 45	9 0	2 15	4 15	...
30½	5 20	3 65	2 60	Hameau .....[T. 480 yards.]...	7 25	9 10	2 25	4 25	...
33½	5 70	4 0	2 85	Jamioulx.....[T. 230 yards.]...	7 40	...	...	4 45	...
37½	6 20	4 35	3 10	La Sambre.....	8 0	9 30	2 45	5 30	...
39½	6 70	4 70	3 35	**Charleroi** ..... arr.	...	9 40	2 55	5 40	...

Remarks:—Passengers should be at the Stations 15 minutes before the time indicated in this table.

[6325

CHIMAY TO MARIEMBOURG.

Chimay to Lompret, Aublain, Boussu, and Mariembourg, at 7.0 a.m., and 1.5, p.m.
Mariembourg to Boussu, Aublain, Lompret, and Chimay, at 12.5 and 5.40 p.m.

[27-10

Sambre and Meuse.—MORIALME AND CHATELINEAU.

Distance, 12¼ English miles.

Morialme to Oret, Hensinnes, Gerpinnes, Acoz, Boufflouix, and Chatelineau, at 7.30 a.m. and *1. 0 p.m.
Chatelineau to Boufflouix, Acoz, Gerpinnes, Hensinnes, Oret, and Morialme, at 10.0 a.m. and *6. 0 p.m.

Fares.—1st class, 2 fr.; 2nd class, 1 fr. 20 c.; 3rd class, 80 c.

* Do not run on Sundays.

PARIS AND COLOGNE.—(Via Erquelinnes,)—ERQUELINNES AND CHARLEROI.—NAMUR AND LIEGE.

English Miles.	Fares from Paris. Express. 1st class.	Express. 2nd class.	Ordinary. 1st class.	Ordinary. 2nd class.	Stations.		Trains. 1	2	3	4	5	6	7
							1 & 2 class.	1, 2, 3 class.	1, 2, 3 class.	1st Ex.	1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class
Dis.	fr. c.	fr. c.	fr. c.	fr. c.			p.m.	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.
—	—	—	—	—	Northern of France Railway, see p. 16.	**Paris** (page 14.) dep.	8 0	...	9 0	9 15	7 20	12 15	5 0
...	...	...	7 0	5 30		Creil (page 16)	9 35	...	11 35	10 25	9 5	1 55	7 5
...	...	...	19 15	14 35		St. Quentin (page 16)..	12 10	...	5 5	12 20	12 0	5 20	10 5
...	...	...	27 0	20 25		Hautmont (page 64)...	...	...	7 30	...	2 22	7 25	Stop
...	...	...	27 55	20 65		Maubeuge (page 16)...	2 10	...	7 45	1 36	2 35	7 35	
...	...	...	28 55	21 40		Jeumont, Frontier (16)	2 27	...	8 10	1 50	2 53	7 55	
...	...	...	28 80	21 60		Erquelinnes (p. 16) arr.	2 31	...	8 15	1 54	2 58	8 0	...
							a.m.		a.m.	p.m.	p.m.	p.m.	
159¼	28 80	21 60	28 80	21 60	Northern Belgian Railway.	**Erquelinnes** dep.	3 10	...	8 35	2 20	3 15	8 25	
...	...	...	...	...		Solre-sur-Sambre	...	...	8 43	...	3 22	...	
...	...	...	...	...		La Buissière	...	...	8 49	...	3 27	8 39	
...	...	...	...	...		Lobbes	...	...	9 0	...	3 37	...	
168½	30 30	22 80	30 10	22 55		**Thuin**	...	...	9 6	...	3 42	8 57	
...	...	...	...	...		Landelies	...	...	9 18	...	3 53	...	
...	...	...	...	...		Marchiennes (Zône) ...	...	...	9 27	...	4 2	9 15	
178½	31 60	23 90	31 20	23 40		**Charleroi** .....arr.	3 50	a.m.	9 35	3 0	4 10	9 25	
...	...	...	...	...	States Railway.	Charleroi .....dep.	4 0	6 30	9 40	*3 5	...	9 35	...
182½	...	...	32 0	23 80		Chatelineau.....	...	6 45	9 45	3 10	...	9 40	...
187½	...	...	32 40	24 40		Tamines	...	6 50	10 0	3 20	...	9 50	...
200½	35 50	26 70	34 20	25 60		Namur .....arr.	4 50	7 40	10 50	3 55	...	10 35	...
							1 & 2 class.	1, 2, 3 class.	1, 2, 3 class.	1 cl. Ex.	1, 2, 3 class.	1 & 2 class.	
						Brussels (p. 72)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
200½	35 50	26 70	34 20	25 60	Northern Belgian Railway.	***Namur**	4 55	7 45	11 5	•4 0	5 45	10 40	
205½	...	...	35 0	26 20		Marche-les-Dames.....	...	7 57	11 17	...	5 58	...	
206½	...	...	35 10	26 30		Namèche	...	8 4	11 24	...	6 5	...	
206½	...	...	35 40	26 50		Selaigneaux.....	...	8 11	11 31	...	6 12	...	
212½	37 50	28 20	35 80	26 80		Andenne	5 28	8 20	11 40	...	6 22	11 6	
216½	...	...	36 40	27 30		Bas-Oha	...	8 31	11 51	...	6 34	...	
219	38 60	29 0	36 70	27 50		**Huy**	5 51	8 45	12 5	4 45	6 48	11 27	
222	...	...	37 0	27 70		Ampsin	...	8 53	12 13	...	6 57	...	
226½	...	...	37 30	27 90		Amay	6 4	9 3	12 23	...	7 4	...	
228½	...	...	37 60	28 20		Hermalle.....	...	9 11	12 31	...	7 12	...	
229	...	...	37 80	28 30		Engis	6 17	9 19	12 39	...	7 20	...	
231½	40 50	30 40	38 20	28 60		Flémalle Junction.....	6 30	9 30	12 50	5 7	7 31	...	
231½	40 50	30 40	38 20	28 60	Branch.	Flémalle	6 45	9 31	12 58	5 10	7 33	...	
233½	40 90	30 75	38 60	28 90		Seraing	6 55	9 41	1 5	5 20	7 45	...	
...	...	...	38 60	28 90		Ougrée	7 0	9 46	1 10	5 25	7 50	...	
237½	41 70	31 40	39 20	29 40		**Liege** (Longdoz)	7 10	9 55	1 20	5 35	8 0	...	
235	...	...	38 50	28 80		Jemeppe	6 39	9 40	12 58	...	4 40	...	
234½	...	...	38 60	28 90		Tilleur	6 45	9 45	1 4	...	7 46	...	
237½	41 70	31 40	39 20	29 40		**Liege** (Guillemins)ar	6 55	9 55	1 15	5 25	7 55	12 20	
							a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	
237½	41 70	31 40	39 20	29 40	Prussian-Belgian Rhenish Railway.	**Liege** (Guillemins)d.	†7 0	10 5	2 15	5 30	8 5	12¾20	
...	...	...	...	...		Pepinster .....arr.	7 45	10 50	3 5	5 55	8 45	..	
257½	45 70	34 35	42 80	32 5		Spa	8 30	1 15	3 35	6 30	9 15	...	
263½	44 50	33 40	41 20	30 90		Verviers	8 5	11 10	3 25	6 10	9 10	‡1 15	
272	49 45	37 15	...	...		Aix-la-Chapelle.....	10 15	2 20	5 30	7 35	Stop	3 10	
288½	55 20	41 35	...	...		Gladbach.....	...	4 30	8 40	11 5		...	
293	57 40	43 10	...	...		Dusseldorf	...	5 15	9 50	...		...	
299	59 55	44 30	...	...		Ruhrort	...	6 55	10 20	...	...	...	
316½	58 95	43 90	...	...		**Cologne**	12 30	4 0	7 45	9 15	...	5 0	
						Hanover (page 103) arr.	12 13	p.m.	8 25	a.m.	...	2 10	p.m.
						Harburg (page 100) arr.	8 30	a.m.	1 10	p.m.	...	8 0	...
						Leipsic...(page 108) arr.	8 35	a.m.	9 45	...	...	9 45	...
						Berlin... (page 115) arr.	7 30	a.m.	8 0	...	...	9 45	...

§ 1 & 2 Class Exp.

‡ 1st Class.

* 1 & 2 Class.

Observations.—Passengers should be at the Stations at least 10 minutes before the time indicated in this Table. Refreshment Rooms are provided at the Termini, Namur and Liege. Every information, and Time Bills, may be obtained at all the Stations.

COLOGNE AND PARIS.—(Via Erquelinnes.)—LIEGE AND NAMUR.—CHARLEROI AND ERQUELINNES.

English Miles.	Fares from Cologne. Express. 1st class.	Express. 2nd class.	Ordinary. 1st class.	Ordinary. 2nd class.	Stations.		1 1, 2, 3 class.	2 1st Ex.	3 1, 2, 3 class.	4 1, 2, 3 class.	5 1st Ex.	6 1, 2, 3 class.	7 1, 2, 3 class.
Dis.	fr. c.	fr. c.	fr. c.	fr. c.			a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	noon.
...	...	...	...	...		Berlin (page 115) dep.	...	7 0	...	...	6 30	...	12 0
...	...	...	...	...		Leipsic (page 108) dep.	...	7 0	...	...	6 0	...	12 0
...	...	...	...	...		Harburg (p. 100), dep	...	9 15	...	...	7 5	...	2 0
...	...	...	...	...	Prussian-Belgian Rhenish Railway.	Hanover (p. 102) dep.	...	2 45	...	...	1 20	...	10 25
						(Trankgasse.)		p.m.	a.m.	a.m.	a.m.	a.m.	p.m.
—	—	—	—	—		**Cologne** .....dep.	...	11 30	...	...	9 15	...	1 0
...	...	...	...	...		Ruhrort	...	...	...	...	6 55	...	...
...	...	...	...	...		Dusseldorf	...	...	...	...	7 40	...	...
...	...	...	...	...		Gladbach	...	...	...	...	8 30	...	...
...	...	...	...	...		Aix-la-Chapelle	...	1 30	...	7 15	‡0 55	...	3 15
...	...	...	...	...		Verviers	...	2 55	...	9 0	12 30	12 30	4 45
...	...	...	...	...		Spa	..	...	...	...	11 25	11 25	4 15
...	...	...	...	...		Pepinster.....	...	...	...	9 10	12 38	12 38	4 53
78½	17 25	12 50	16 45	11 90		**Liege**(Guillemins)ar	a.m.	3 35	a.m.	10 15	12 35	1 35	5 45
								a.m.	a.m.	a.m.	p.m.	p m.	p.m.
78½	17 25	12 50	16 45	11 90		**Liege** (Guillemins)d.	...	4 † 0	6 0	10 45	12 40	2 40	6 10
82	...	...	16 95	12 30		Tilleur	...	...	6 10	10 55	...	2 50	6 20
83½	...	...	17 10	12 40		Jemeppe	...	...	6 16	11 0	...	2 56	6 25
78½	...	...	...	...	Branch.	**Liege** (Londoz)d.	8 30	...	6 45	10 45	12 10	2 30	6 10
82½	...	...	17 5	12 40		Ougrée	8 40	...	6 55	10 55	12 25	2 40	6 20
83½	...	...	17 25	12 50		Seraing	8 45	...	7 0	11 0	12 30	2 45	6 25
86½	...	...	17 55	12 70		Flémalle	8 55	...	7 10	11 8	12 55	2 55	6 35
86½	...	...	17 55	12 70	Northern Belgian Railway.	Flémalle Junction.....	Stop	...	7 15	11 10	1 0	3 5	6 38
89	...	...	17 80	13 0		Engis		...	7 20	11 17	...	3 14	6 46
91½	...	...	18 10	13 20		Hermalle.....		...	7 25	11 25	...	3 22	6 54
93½	...	...	18 40	13 40		Amay		...	7 30	11 33	...	3 30	7 2
95	...	...	18 60	13 60		Ampsin.....		...	7 35	11 39	...	3 36	7 8
97½	20 45	14 90	19 5	13 90		**Huy**		4 55	7 50	11 54	1 27	3 54	7 22
100½	...	...	19 35	14 10		Bas-Oha		...	7 55	12 2	...	4 2	7 30
103½	21 45	15 70	19 95	14 50		Andenne		5 15	8 5	12 14	...	4 14	7 42
106½	...	...	20 35	14 80		Sclaigneaux.....		...	8 15	12 24	...	4 24	7 52
110½	...	...	20 55	15 20		Namèche		...	8 25	12 31	...	4 31	8 0
111½	...	...	20 85	15 40		Marche-les-Dames.....		...	8 35	12 38	...	4 38	8 8
116½	23 45	17 20	21 45	15 70		***Namur**.....arr.		5 45	8 50	12 50	2 5	4 50	8 20
						Brussels (p. 72)		1, 2, 3	a.m.	a.m.	p.m.	p.m.	p.m.
116½	23 45	17 20	21 45	15 70	State Railway.	Namur .....dep.	...	6 0	8 55	10 45	2 10	5 0	8 45
...	...	...	...	...		Tamines	...	6 35	9 20	11 20	2 30	5 35	9 30
...	...	...	...	...		Chatelineau.....	1, 2, 3	6 50	9 35	11 35	2 40	5 45	9 45
138	27 15	20 0	24 45	17 90		Charleroi .....arr.	class.	7 10	10 0	12 0	3 3	6 10	10 15
						(See page 17.)		a.m.	a.m.	Stop	p.m.	p.m.	p.m.	Stop
138	27 15	20 0	24 45	17 90	Northern Belgian Railway.	**Charleroi** .....dep.		6 20	7†25		12 5	3 10	6 55	
140½	...	...	...	...		Marchiennes (Zône) ...		6 29	...	...	12 13	...	7 4	...
143	...	...	...	...		Landelies.....		6 38	...	...	12 21	...	7 13	...
148	28 75	21 20	25 75	18 85		**Thuin**		6 50	7 48	...	12 33	...	7 27	...
148½	...	...	...	...		Lobbes.....		6 56	...	...	12 39	...	7 33	...
153	...	...	...	...		La Buissière		7 7	...	..	12 50	...	7 47	...
154½	...	...	...	...		Seire-sur-Sambre		7 13	...	...	12 56	...	7 53	...
156½	30 15	22 30	23 85	17 50		**Erquelinnes** ..arr.		7 20	8 5	...	1 3	3 45	8 0	...
...	...	...	...	...		Erquelinnes .....dep.		7 25	8 10	...	1 8	3 46	8 5	...
...	...	...	...	...		Jeumont (Frontier) ...		7 45	8 35	..	1 27	4 10	8 30	...
162½	31 50	23 30	...	...	Northern of France Railway, see p. 16.	Maubeuge		7 59	8 50	...	1 41	4 28	8 47	1, 2, 3
...	...	...	...	...		Hautmont (page 64)...		8 11	...		1 47	...	8 52	a.m.
209½	39 90	29 60	...	...		St. Quentin		10 55	10 30	...	3 50	5 56	11 15	6 0
...	...	...	...	...		Creil.....		2 5	12 45	...	7 20	7 47	2 17	8 55
216½	58 95	43 90	...	...		**Paris** (p. 17).....arr.		4 5	2 0	...	9 40	9 0	4 5	11 5
								p.m.	p.m.	...	p.m.	p.m.	a.m.	a.m.

Trains.

Observations.—Passengers should be at the Stations at least 10 minutes before the time indicated in this Table.

* Namur to Brussels, see page 72. To Charleroi and Mariage Line, see pages 72, 75, and 76. † 1 and 2 Class. ‡ Junction of the Mons and Manage Line, see page 76.

ANTWERP, BREDA AND ROTTERDAM, (AMSTERDAM.) [22-9

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5	6
Dia.	fr. c.	fr. c	fr. c.	[NO TUNNELS.	a.m.	p.m	a.m.	a.m.	p.m.	
...	...	...	...	PARIS (page 14) .....dep.	...	8 15	...	...	11 15	
...	...	...	...	BRUSSELS (page 70)	...	6 30	10 45	...	4 0	
...	...	...	...	ANTWERP (page 70)..... arr.	...	7 40	12 0	...	5 15	
						a.m.	p.m.	a.m.	p m.	
—	—	—	—	**Antwerp** .....dep.	...	7 45	12 20	...	5 25	
4½	0 80	0 55	0 35	Eeckeren	...	7 55	12 30	...	5 40	
6½	1 10	0 90	0 55	Cappellen	...	8 0	12 35	...	5 50	
12½	2 0	1 60	1 0	Calmpthout	...	8 15	12 50	...	6 10	
17½	2 80	2 25	1 40	Esschen	...	8 35	1 10	...	6 45	
22½	3 65	2 90	1 80	**Roosendaal*** ..... arr.	...	8 45	1 20	...	7 0	
22½	...	...	..	**Roosendaal** .....dep.	...	9 5	1 40	...	7 20	
31½	5 15	4 15	2 55	Etten.....	...	9 30	2 5	...	7 45	
36½	6 10	4 85	3 0	• **Breda**.....arr.	...	9 45	2 20	...	8 0	
...	...	...	...	**Roosendaal** .....dep.	...	9 5	1 40	...	7 45	
28	4 60	3 70	2 30	*Ondenbosch*	...	9 15	1 50	...	8 0	
33	5 45	4 35	2 70	Zevenbergen.....	...	9 25	2 0	...	8 15	
36½	5 95	4 60	3 0	Moerdyck.....(Steamer)...	...	9 50	2 30	...	8 30	
48	8 0	6 40	4 0	Dortrecht..... do. ...	...	10 40	3 20	...	Stop	
59½	9 90	7 90	4 95	**Rotterdam** (Dutch Rhen. Stat.) arr.	a.m.	12 5	4 45	a.m.		
...	...	...	...	Via Dutch Rhenish Railway. ROTTERDAM (page 82) .....dep.	7 0	12 15	5 15	10 0	— —	7 15
90½	15 62	12 24	7 81	Via Dutch Rhenish Railway. UTRECHT (page 82) .....arr.	8 25	1 10	6 50	11 40	...	9 45
125	12 75	17 32	10 98	Via Dutch Rhenish Railway. ARNHEIM (page 82) .....arr.	10 24	2 35	...	1 30	...	10 50
113½	19 21	14 88	9 61	Via Dutch Rhenish Railway. AMSTERDAM (page 82) .....arr.	9 30	2 0	7 45	1 0	a.m	10 0
...	...	...	...	Via the Hague. ROTTERDAM (page 81) .....dep.	7 30	3 30	6 30	9 45	11 40	9 35
77½	13 18	10 54	6 75	Via the Hague. THE HAGUE (page 81).....arr.	8 18	4 18	7 18	10 30	12 26	10 20
115½	19 53	15 62	9 93	Via the Hague. AMSTERDAM (page 81) .....arr.	10 30	6 30	•9 30	...	2 35	...
										p.m.

* An Omnibus leaves Roosendaal Station for Bergen-op-Zoom at 9.0 a.m., 1.30 & 7.0 p.m.

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5	6
Dia.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m	p.m.	p.m.
...	...	...	...	Via the Hague. AMSTERDAM (page 81) .....dep.	...	...	8 0	11 30	...	4 35
...	...	...	...	Via the Hague. THE HAGUE (page 81)	...	8 30	10 41	1 33	3 40	6 42
...	...	...	...	Via the Hague. ROTTERDAM (page 81).....arr.	...	9 15	11 30	2 20	4 30	7 30
...	...	...	...	Via Dutch Rhenish Railway. AMSTERDAM (page 82) .....dep.	...	7 20	10 35	12 30		7 45
...	...	...	...	Via Dutch Rhenish Railway. ARNHEIM (page 82).....	...	6 30	9 45	11 35		6 50
..	...	...	...	Via Dutch Rhenish Railway. UTRECHT (page 82).....	...	8 30	11 50	1 20		8 55
...	...	...	...	Via Dutch Rhenish Railway. ROTTERDAM (page 82).....arr.	...	10 0	1 10	2 30		10 25
						a.m.	...	p.m.		
—	—	—	—	**Rotterdam** (Dutch Rhenish Stat.)dep	...	19 15	...	3 0		...
11½	1 90	1 50	0 95	Dortrecht .....(Steamer).....	a.m.	11 40	...	4 25		...
23	3 90	3 15	1 95	Moerdyck ..... do.	6 30	12 45	...	5 30		...
26	4 45	3 55	2 20	Zevenbergen.....	6 45	12 55	...	5 40		...
31½	5 30	4 25	2 65	Ondenbosch	7 0	1 5	...	5 50		...
36½	6 25	5 0	3 10	**Roosendaal*** .....arr.	7 15	1 15	...	6 0		...
—	—	—	—	**Breda**.....dep.	6 50	12 35	...	5 20		...
5	0 95	0 75	0 50	Etten	7 5	12 50	...	5 35		...
15	2 45	1 95	1 20	**Roosendaal** .....arr.	7 30	1 15	...	6 0		...
...	...	...	...	**Roosendaal**.....dep.	7 45	1 25	...	6 10		...
41½	7 10	5 65	3 55	Esschen	8 45	1 55	...	6 40		...
46½	7 80	6 25	3 90	Calmpthout	9 0	2 5	...	6 50		...
53½	8 80	7 0	4 40	Cappellen	9 20	2 20	...	7 5		...
55½	9 20	7 35	4 60	Eeckeren	9 30	2 25	...	7 10		...
59½	9 90	7 90	4 95	**Antwerp** .....dep.	9 45	2 35	...	7 20		...
...	...	...	...	ANTWERP (page 71) .....dep.	10 15	2 50	...	7 30		...
86½	...	...	...	BRUSSELS (page 71).....arr.	11 30	3 40	...	8 45		...
113½	...	...	...	PARIS (page 13).....	10 20	5 20	...	...		...

* An Omnibus leaves Bergen-op-Zoom for Roosendaal at 6.15, and 11.30 a.m., and 5.0 p.m.

[5672.

Important Notice.—In case of the interruption of the Navigation by ice, a service by land will be organised between Moerdyck and Rotterdam, in correspondence with the Trains leaving Antwerp at 7.45 a.m.; Breda, 6.50 a.m., and Rotterdam, 10.0 a.m.

AMSTERDAM AND ROTTERDAM.—Hollandsche Ijzeren Spoorweg.

[28—9

Eng. Mls.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4	5	6	7	8
Dis.	g. c.	g. c.	g. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		
—	—	—	—	**Amsterdam** .....dep.	...	8 30	11 30	...	4 30	7 30	...	...
5½	0 60	0 45	0 25	Halfweg*	...	...	11 45	...	4 47	7 46	...	...
10	1 0	0 70	0 45	**Haarlem** .....arr.	...	8 57	11 58	...	5 0	7 59	...	...
...	...	...	...	Do. .....dep.	...	9 2	12 3	...	5 5	8 4	...	...
15	1 40	1 10	0 70	Vogelenzang*	...	9 18	12 17	...	5 20	8 19	...	...
17	1 60	1 25	0 80	Hillegommerbeck*	...	...	...	...	...	8 27	...	...
18	1 60	1 25	0 80	Veenenburg*	...	9 32	12 28	...	5 34	8 34	...	...
21½	1 90	1 50	1 0	Piet. Gijzenbrug*	...	9 43	12 39	...	5 46	8 45	...	...
25	2 20	1 75	1 10	Warmond*	...	9 54	12 49	...	5 57	8 56	...	...
27	2 40	1 90	1 20	**Leiden** .....arr.	...	...	...	...	...	...	...	...
...	...	...	...	Do. .....dep.	...	10 6	1 0	...	6 9	9 8	...	...
30	2 70	2 10	1 30	Voorschoten*	...	10 17	1 11	...	6 19	9 19	...	...
35½	3 10	2 50	1 50	N. Oost-Einde*	...	10 31	...	...	6 33	9 33	...	...
36½	3 10	2 50	1 50	**Hague**.....arr.	a.m.	10 36	1 28	p.m.	6 38	9 38	...	...
...	...	...	...	Do. .....dep.	8 36	10 41	1 33	3 40	6 43	9 43	...	...
38½	3 20	2 60	1 60	Rijswijk*	8 37	10 49	...	3 48	6 50	9 50	...	...
41½	3 50	2 80	1 70	**Delft**..... ...arr.	...	...	...	...	...	...	...	...
...	...	...	...	Do. .....dep.	8 48	11 1	1 51	4 0	7 3	10 3	...	...
47½	4 0	3 20	2 0	**Schiedam**.....arr.	...	...	...	...	...	...	...	...
...	...	...	...	Do. ....dep	9 7	11 21	2 11	4 20	7 22	10 22	...	...
50	4 20	3 40	2 10	**Rotterdam** .....arr.	9 15	11 30	2 20	4 30	7 30	10 30	...	...

ROTTERDAM AND AMSTERDAM.

Eng. Mls.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4	5	6	7	8
Dis.	g. c.	g. c.	g. c.	ANTWERP (page 80.)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		
—	—	—	—	**Rotterdam** .....dep.	7 30	9 45	11 40	3 30	6 30	9 35	...	...
2½	0 40	0 30	0 20	**Schiedam**.....arr.	...	...	...	...	...	...	...	...
...	...	...	...	Do. .....dep.	7 42	9 56	11 51	3 41	6 41	9 46	...	...
8½	0 90	0 70	0 40	**Delft**.....arr.	...	...	...	...	...	...	...	...
...	...	...	...	Do. .....dep.	8 2	10 15	12 11	4 1	7 1	10 5	...	...
11½	1 10	0 85	0 60	Rijswijk*	8 12	10 25	...	4 11	7 11	10 13	...	...
13½	1 20	1 0	0 60	**Hague**.....arr.	8 18	10 30	12 26	4 18	7 18	10 20	...	...
...	...	...	...	Do. .....dep.	8 23		12 31	4 28	7 23		...	...
14½	1 30	1 0	0 70	N. Oost-Einde*.....	8 29	Stop	...	4 28	7 28	Stop	...	...
20	1 75	1 40	0 85	Voorschoten*	8 43		12 49	4 42	7 42		...	...
23	2 0	1 60	1 0	**Leiden**.....arr.	...	...	...	...	...	...	...	...
...	...	...	...	Do. .....dep.	8 57	...	1 4	4 57	7 57	...	...	...
25	2 10	1 70	1 10	Warmond*	9 5	...	1 12	5 4	8 5	...	...	...
28½	2 40	2 0	1 20	Piet Gijzenbrug*.....	9 16	...	1 23	5 15	8 16	...	...	...
32	2 70	2 20	1 30	Veenenburg*	9 29	...	1 37	5 29	8 29	...	...	...
33	2 60	2 30	1 40	Hillegommerbeck*.....	9 34	...	...	...	...	...	...	...
35	3 10	2 50	1 50	Vogelenzang*	9 42	...	1 48	5 40	8 42	...	...	...
40	3 40	2 70	1 70	**Haarlem** .....arr.	9 56	...	2 2	5 55	8 56	...	...	...
...	...	...	...	Do. ....dep.	10 1	...	2 7	6 0	9 1	...	...	...
44½	3 80	3 0	1 90	Halfweg*	10 15	...	2 20	6 14	9 15	...	...	...
50	4 20	3 40	2 10	**Amsterdam** .....arr.	10 30	...	2 35	6 30	9 30	...	...	...

¶ The Guilder (Dutch) is equal to 100 Cents, or 1s. 8d.

N.B.—On Sundays and Festival days all the trains stop at the intermediate stopping places, except Hillegommerbeck, when it is desired. * At stations marked thus * passengers are taken up, when there is room. The clocks are regulated according to that of the Royal Palace, at Amsterdam.

Through Tickets may be obtained for and Luggage forwarded direct on both the Hollandsche Ijzeren Spoorweg, and the Dutch Rhenish Railway.

Booking Offices:—In AMSTERDAM, Rokin bij de Gapersteeg, No. 145; in LEIDEN, Op de Hoogstraat, No. 5; in HAGUE, Noord-Einde bij de Plaats, No. 105; in ROTTERDAM, Op de Groote Markt, No. 64.

Dutch Rhenish Railway.—ROTTERDAM and AMSTERDAM to UTRECHT, ARNHEIM, EMMERICH, OBERHAUSEN, COLOGNE, and all parts of Germany. [6769

Eng. Miles	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 3rd	1,2,3	1,2,3	1 & 2	1,2,3	1,2,3	1,2,3		
Dis.	g. c.	g. c.	g. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		
—	—	—	—	**Rotterdam** .....dep.	...	7 0	10 0	12 15	*1 30	5 15	7 15	...	...
...	0 40	0 30	0 20	Capelle.....	...	7 11	10 14	...	1 40	...	7 26	...	...
...	0 60	0 45	0 30	Nieuwerkerk.....	...	7 18	10 28	...	1 50	5 30	7 35	...	...
...	1 10	0 85	0 55	Moordrecht.....	...	7 22	10 28	...	2 0	...	7 39	...	...
...	...	...	...	**Gouda**	...	7 30	10 40	12 37	2 20	5 50	7 50	...	...
...	1 60	1 20	0 80	Oudewater.....	...	7 47	11 0	...	2 50	6 14	8 8	...	...
...	1 90	1 45	0 95	Woerden.....	...	7 54	11 9	12 53	3 5	6 24	8 16	...	...
...	2 10	1 60	1 5	Harmelen	...	8 0	11 18	...	3 20	...	8 24	...	...
33	2 70	2 5	1 35	**Utrecht**.....arr.	...	8 20	11 40	1 10	3 45	6 50	8 45	...	...
—	—	—	—	**Amsterdam** .....dep.	...	7 20	10 35	12 30	*2 30	6 0	7 45	...	...
...	0 60	0 45	30	Abcoude	...	7 40	10 55	...	2 55	6 16	8 5	...	...
...	0 90	0 70	0 50	Loenen-Vreeland.....	...	7 48	11 3	...	3 10	6 22	8 13	...	...
...	1 0	0 80	0 50	Nieuwersluis	...	7 51	11 9	12 50	3 20	6 26	8 19	...	...
...	1 20	0 90	0 60	Breukelen	...	8 0	11 16	...	3 20	6 33	8 25	...	...
...	1 40	1 10	0 70	Maarssen	...	8 9	11 24	...	3 45	6 40	8 30	...	
22	1 80	1 40	0 90	**Utrecht**.....arr.	...	8 25	11 40	1 10	4 0	6 55	8 50	...	
						a.m.	a.m.	p.m.	p.m.	Stop	p.m.	...	
33	2 70	2 5	1 35	**Utrecht** .....dep.	...	8 35	11 45	1 15	4 30		9 0	...	
40	3 30	2 55	1 65	Zeist-Driebergen	...	8 58	12 5	1 30	5 5		9 23	...	
46	3 80	2 95	1 95	Maarsbergen	...	9 15	12 23	1 40	5 35	...	9 40	...	
52½	4 40	3 45	2 25	Veenendaal	...	9 38	12 43	...	6 10	...	10 3	...	
57	4 80	3 75	2 45	Ede	...	9 49	12 59	2 5	6 35	...	10 14	...	
62½	5 20	4 15	2 65	Wolfhezen	a.m.	10 4	1 15	...	7 0	...	10 29	...	
68	5 60	4 45	2 85	**Arnhelm**	*6 0	10 24	1 30	2 35	7 30	...	10 50	...	
71½	5 85	4 50	2 95	Westervoort	6 17	10 34	Stop	...	Stop	...	10 59	...	
73½	6 0	4 55	3 0	Dulven.....	6 28	10 42		...		...	11 7	...	
77	6 30	4 75	3 15	**Zevenaar**.....arr.	6 38	10 50		2 55		...	11 15	...	
. .	...	...	...	,, ...dep.	6 51	10 55	...	3 0	...	...	11 20	...	
...	6 70	5 0	3 35	**Elten** .....arr.	7 12	11 13	...	...	...	...	11 38	...	
...	...	...	...	,, ...dep.	7 24	11 23	...	...	...	...	11 48	...	
87	7 10	5 35	5 55	**Emmerich**.....arr.	7 36	11 35	...	3 25	...	...	12 0	...	
—	—	—	—	EMMERICH (page 83) dep.	8 5	12 0	...	4 0	...	...	8 5	...	
25	9 80	7 12	4 90	OBERHAUSEN (page 83)	10 0	2 0	...	5 50	...	...	10 0	...	
(Junction for all parts of Germany.)					p.m.	p.m.		p.m.			p.m.		
68	14 0	9 92	6 94	COLOGNE (page 81) arr.	12 45	4 50	...	8 40	...	...	12 45	...	

Eng. Miles	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	Ex.	1,2,3	1,2,3	1,2,3	
Dis.	g. c.	g. c.	g. c.		a.m.	p.m.	a.m.	a.m.	a.m.	p.m.		p.m.	
—	—	—	—	COLOGNE (page 86) dep.	...	9 0	...	...	6 30	...	...	11 0	...
43	...	...	...	OBERHAUSEN (page 83)	...	11 30	...	...	8 20	...	...	1 35	...
(Junction from all parts of Germany.)						a.m.			a.m.			p.m.	
81	...	...	...	EMMERICH (page 83) arr.	...	2 0	...	...	10 15	...	...	3 25	...
From Emmerich					a.m.	a.m.	a.m.	a.m.	a.m.	p.m.		p.m.	
—	—	—	—	**Emmerich** .....dep.	...	5 21	8*21	...	10 36	...	...	5 45	...
5	...	...	...	**Elten**.....	...	5 35	8 46	...	10 48	...	...	5 58	...
10	...	...	...	**Zevenaar**.....arr.	...	5 41	8 54	...	10 55	...	...	6 4	...
...	...	...	...	,, ...dep.	...	5 58	9 14	...	11 10	...	...	6 24	...
13½	...	...	...	Dulven.....	...	6 8	9 23	...	...	...	...	6 32	...
15½	...	...	...	Westervoort	...	6 14	9 30	...	...	*	...	6 38	...
19	...	...	...	**Arnhelm**.....	...	6 30	9 40	9 45	11 35	12 30	...	6 50	...
24½	...	...	...	Wolfhezen.....	...	6 47	Stop	10 2	...	12 55	...	7 7	...
30	...	...	...	Ede	...	7 4		10 18	11 55	1 20	...	7 24	...
34½	...	...	...	Veenendaal	...	7 22		10 35	...	1 45	...	7 42	...
41	...	...	...	Maarsbergen	...	7 42	...	10 54	12 25	2 20	...	8 3	...
47	...	...	...	Zeist-Driebergen	...	8 0	...	11 11	12 42	2 50	...	8 22	...
54	...	...	...	**Utrecht**.....arr.	...	8 20	...	11 35	1 5	3 35	...	8 45	...
					a.m.	a.m.		a.m.	p.m.	p.m.	p.m.	p.m.	
...	...	...	...	**Utrecht** .....dep.	*6 45	8 25	...	11 50	1 20	4 0	6 55	8 50	...
...	...	...	...	Maarssen...	7 0	8 38	...	12 3	...	4 12	7 7	9 2	...
...	...	...	...	Breukelen	7 10	8 47	...	12 12	...	4 25	7 15	9 12	...
...	...	...	...	Nieuwersluis.....	7 21	8 56	...	12 21	1 38	4 36	7 22	9 20	...
...	...	...	...	Loenen-Vreeland.....	7 28	9 0	...	12 28	...	4 46	7 26	9 29	...
...	...	...	...	Abcoude	7 40	9 10	...	12 46	...	5 0	7 33	9 40	...
78	...	...	...	**Amsterdam** .....arr.	8 0	9 30	...	1 0	2 0	5 30	7 45	10 0	...
...	...	...	...	**Utrecht** .....dep.	*6 30	8 30	...	11 50	1 20	4 15	7 0	8 55	...
...	...	...	...	Harmelen	6 50	8 50	...	12 0	...	4 40	...	9 15	...
...	...	...	...	Woerden.....	7 0	8 58	...	12 12	1 44	5 0	7 24	9 28	...
...	...	...	...	Oudewater.....	7 10	9 6	...	12 28	...	5 15	7 32	9 31	...
...	...	...	...	**Gouda**	7 36	9 26	...	12 40	2 10	5 50	7 50	9 51	...
...	...	...	...	Moordrecht.....	7 46	9 34	...	12 48	...	6 3	...	9 59	...
...	...	...	...	Nieuwerkerk.....	7 55	9 39	...	12 54	...	6 15	8 15	10 4	...
...	...	...	...	Capelle.....	8 3	9 47	...	1 0	...	6 28	...	10 12	...
87	...	...	...	**Rotterdam**.....arr.	8 15	10 0	...	1 10	2 30	6 45	8 30	10 25	...

¶ The Guilder (Dutch), is equal to 100 cents, or 1s. 8d.

* Do not run on Sundays.

Remarks.—The hours of departure are regulated according to Amsterdam time on Dutch territory, and Emmerich time on Prussian territory.

N.B. The Steamboats of the Antwerp and Rotterdam Railway Company (running between their Moerdijk Terminus and Rotterdam) also call at this station, at the arrival and departure of trains; and passengers are booked through from the principal stations of the Dutch-Rhenish Railway to Antwerp, and to all the Stations of the North German Railway Union, and vice versâ. Passengers travelling into Prussia are not allowed to take any Luggage with them into the carriage, (excepting small package containing nothing liable to duty,) but must have everything put into the Luggage Vans. Neglect of this Regulation may involve their detention at Elten, to have it examined there, instead of at Emmerich. ☞ For Table showing connections complete, see Advertisement pages 490 and 491.

Dutch Rhenish Railway.—ROTTERDAM to AMSTERDAM. [6769

FROM ROTTERDAM.

English Miles.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 3rd class	1,2,3 class	1,2,3 class	1 & 2 class	1,2,3 class	1,2,3 class	1,2,3 class
Dis.	g. c.	g. c.	g. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Rotterdam**.....dep.	...	7 0	10 0	12 15	*1 30	5 15	7 15
3½	0 40	0 30	0 20	Capelle	...	7 11	10 14	...	1 40	...	7 26
7	0 60	0 45	0 30	Nieuwerkerk	...	7 18	10 23	...	1 50	5 30	7 35
9½	0 80	0 60	0 40	Moordrecht.....	...	7 22	10 28	...	2 0	...	7 39
13	1 10	0 85	0 55	**Gouda**	...	7 30	10 40	12 37	2 20	5 50	7 50
20	1 60	1 20	0 80	Oudewater	...	7 47	11 0	...	2 50	6 15	8 8
23	1 90	1 45	0 95	Woerden	...	7 54	11 9	12 53	3 5	6 24	8 16
26½	2 10	1 60	1 5	Harmelen	...	8 0	11 18	...	3 20	...	8 24
33	2 70	2 5	1 35	**Utrecht** ... .arr.	...	8 20	11 40	1 10	3 45	6 50	8 45
				(Junction for Germany)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
33	2 70	2 5	1 35	**Utrecht**... .. ..dep.	*6 45	8 25	11 50	1 20	4 0	6 55	8 50
37	3 20	2 45	1 60	Maarssen.....	7 0	8 38	12 3	...	4 12	7 7	9 2
40	3 30	2 55	1 65	Breukelen	7 10	8 47	12 12	...	4 25	7 15	9 12
42½	3 50	2 65	1 75	Nieuwersluis	7 21	8 56	12 21	1 38	4 36	7 24	9 20
44½	3 60	2 75	1 85	Loenen Vieeland	7 28	9 0	12 28	...	4 46	7 26	9 29
48	3 90	3 0	1 95	Abcoude	7 40	9 10	12 40	...	5 0	7 33	9 40
55	4 40	3 30	2 20	**Amsterdam** .....arr.	8 0	9 30	1 0	2 0	5 30	7 45	10 0

* Does not run on Sundays.

From AMSTERDAM to ROTTERDAM.

English Miles.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1 & 2 class	1,2,3 class	1,2,3 class	1,2,3 class
Dis.	g. c	g. c	g. c		a.m.	a.m.	a.m.	p.m.	p.m	p.m.	p.m
—	—	—	—	**Amsterdam** .....dep.	...	7 20	10 35	12 30	*2 30	6 0	7 45
7	...	...	...	Abcoude	...	7 40	10 54	...	2 55	6 13	8 5
10½	...	...	...	Loenen-Vieeland	...	7 45	11 2	...	3 10	6 22	8 13
12½	...	...	...	Nieuwersluis	...	7 54	11 9	12 50	3 20	6 26	8 19
15	...	...	...	Breukelen	...	8 0	11 16	...	3 30	6 32	8 25
18	...	...	...	Maarssen	...	8 9	11 24	...	3 45	6 40	8 34
22	...	...	...	**Utrecht** . . ..arr.	...	8 25	11 40	1 10	4 0	6 55	8 50
				(Junction for Germany)	a.m.	a. m.	a m	p m.	p m.	p.m.	p.m.
22	...	...	...	**Utrecht**.....dep.	*6 30	8 30	11 50	1 20	4 15	7 0	8 55
28½	...	...	...	Harmelen	6 50	8 50	12 0	...	4 40	..	9 15
32	...	...	...	Woerden	7 0	8 58	12 12	1 44	5 0	7 24	9 23
35	...	...	...	Oudewater	7 10	9 6	12 20	...	5 15	7 32	9 31
42	...	...	...	**Gouda**	7 36	9 26	12 40	2 10	5 50	7 50	9 51
45½	...	...	...	Moordrecht.....	7 46	9 34	12 48	...	6 3	..	9 59
48	...	...	...	Nieuwerkerk	7 55	9 39	12 54	...	6 15	8 15	10 4
51½	...	...	...	Capelle.....	8 3	9 47	1 0	...	6 28	...	10 12
55	...	...	...	**Rotterdam**.....arr.	8 15	10 0	1 10	2 30	6 45	8 30	10 25

* Does not run on Sundays.

¶ The Dutch Guilder is equal to 100 cents, or 1s. 8d.

EMMERICH AND OBERHAUSEN. [22-10

Eng. Mls.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	STATIONS. AMSTERDAM (page 82) ROTTERDAM (page 82) [NO TUNNELS.	Trains. 1	2	3	4	5	6
Dis.	Sgr.	Sgr.	Sgr.		a.m	noon	p.m	p.m.		
—	—	—	—	**Emmerich** .....dep.	8 5	12 0	4 0	6 5	...	...
...	10	6	5	Empel.....	8 28	12 21	4 21	6 24	...	...
...	27	18	14	Wesel.....	9 10	1 6	5 2	7 2	...	...
...	37	25	19	Dinslaken	9 33	1 29	5 24	7 24	...	...
...	45	30	23	Sterkrade	9 51	1 47	5 41	7 41	...	...
38	48	32	24	**Oberhausen June.** (pages 86 & 87) ...arr.	10 0	2 0	5 50	7 50	...	...

Eng. Mls.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	STATIONS.	Trains. 1	2	3	4	5	6
Dis.	Sgr.	Sgr.	Sgr.		a.m.	a.m.	p m.	p.m.		
—	—	—	—	**Oberhausen June.** (page 86 & 87) ...dep	6 35	8 20	1 35	7 0	...	...
...	4	3	2	Sterkrade	...	8 30	1 46	7 8	...	...
...	11	7	6	Dinslaken.....	6 58	8 48	2 3	7 23	...	...
...	21	14	11	Wesel.....	7 17	9 12	2 27	7 42	...	...
...	32	26	19	Empel.....	7 45	9 52	3 6	8 10	...	...
38	48	32	24	**Emmerich**.....arr.	8 5	10 15	3 25	8 30	...	...

¶ The Prussian thaler is equal to 30 silbergrochen, or 3 shillings; 1 silbergrochen is equal to 12 pfennings, or 1d.

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AIX-LA-CHAPELLE, DUSSELDORF, GLADBACH, AND RUHRORT.

Aachen-Dusseldorf-Ruhrorter Eisenbahn. [14-6—6749.

Eng. Mls.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations. [NO TUNNELS.	Trains. 1	2	3	4	5	6	7
Dis.	Sgr.	Sgr.	Sgr.	Sgr.		a.m.	p.m.	p.m.	p.m.	p.m.		
...	...	...	...	...	LONDON .....dep.	...	...	8 30	...	...	...	...
...	...	...	...	...	PARIS .....dep.	...	12 15	8 15	...	...	...	...
...	...	...	...	...	BRUSSELS .....dep.	...	9 30	9 30	...	...	...	...
						a.m.	a.m.	p.m.	p.m.	p.m.		
—	—	—	—	—	**Aix-la-Chapelle** {Marschierthor.....dep.	...	8 25	2 50	6 45	7 10	...	...
...	...	...	...	...	{Templerbend ..... „	...	8 33	2 57	6 53	7 24	...	...
3	6½	5	3½	2	Kohlscheidt	...	8 43	3 6	7 3	7 39	..	...
6	11	8½	5½	3½	Herzogenrath	...	8 55	3 17	7 15	8 0	...	...
10	20	15	10	6	Geilenkirchen	...	9 11	3 33	7 34	8 25	...	...
13½	25	19	12½	7½	Lindern (Linnich, Randerath)	...	9 27	3 43	7 46	8 42	...	...
24½	31	23½	15½	9½	Baal	...	9 39	3 54	7 58	...	...	...
27	35½	26½	17½	10½	Erkelenz	...	9 51	4 4	8 10	9 18	...	...
32½	42½	32	21½	12½	Wickrath	...	10 6	4 17	8 25	9 43	...	...
35½	45½	34½	23	13½	Rheydt	...	10 16	4 25	8 35	9 54	...	...
37½	48½	36½	24½	14½	**Gladbach** ..... arr.	a.m.	10 23	4 31	8 42	10 8	...	...
	Fm	Gla	dba	ch.	**Gladbach** .....dep.	6 42	10 35	4 36	8 48	Stop	...	...
42	6	4½	3	1½	Kleinenbroich	6 59	10 47	4 47	9 0		...	...
48½	14	10½	7	4½	Neuss (page 89)	7 24	11 7	5 5	9 20	...	...	...
52½	25	20	15	...	**Dusseldorf** (Obercassel) .....arr.	7 40	11 19	5 16	9 32	...	...	...
	Fm	Gla	dba	ch.	**Gladbach** .....dep.	5 35	10 40	4 36	8 48	...	...	...
42	6½	5	3½	2	Viersen	5 53	10 55	4 49	9 2	...	...	...
45	11	8½	5½	3½	Anrath	...	11 5	4 58	9 11	...	...	...
51	18½	14	9½	5½	**Crefeld Junction** (page 89)	6 28	11 25	5 13	9 26	...	...	...
55	24	18	12	7	Uerdingen	6 44	11 37	5 24	9 37	...	...	...
59	29	21½	14½	8½	Trompet	...	11 47	5 33	9 46	...	...	...
62	33½	25½	17	10	**Homberg**	7 25	12 4	5 45	9 59	...	...	...
68	35	26½	17½	10½	**Ruhrort** .....arr.	7 45	12 24	6 0	10 19	...	...	...
						a.m.	p.m.	p.m.	p.m.			
...	...	...	...	...	OBERHAUSEN .....arr.	10 25	1 27	5 18	10 45	...	...	...
...	...	...	...	...	BERLIN ..... „	2 45	...	7 30	7 50	...	...	...
...	...	...	...	...	LEIPZIG ..... „	2 0	...	8 35	8 30	...	...	...
...	...	...	...	...	AMSTERDAM ..... „	...	10 5	...	9 40	...	...	...
...	...	...	...	...	ROTTERDAM ..... „	...	10 25	...	10 0	...	...	...

Eng. Mls.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations.	Trains. 1	2	3	4	5	6
Dis.	Sgr.	Sgr.	Sgr.	Sgr.		a.m.	p.m.	a.m.	p.m.	p.m.	
...	...	...	...	...	ROTTERDAM .....dep.	...	7 15	7 0	...	12 15	...
...	...	...	...	...	AMSTERDAM ..... „	...	7 45	7 20	...	12 30	...
...	...	...	...	...	LEIPSIG ..... „	...	6 0	12 0	...	10 0	...
...	...	...	...	...	BERLIN ..... „	...	6 30	12 0	...	8 30	...
...	...	...	...	...	OBERHAUSEN ..... „	...	6 33	2 8	...	6 55	...
	Fro	m R	uhr	ort.		a.m.	a.m.	p.m.	p.m.	p.m.	
—	—	—	—	—	**Ruhrort** .....dep.	...	6 55	2 30	6 30	7 25	...
...	...	...	...	...	**Homberg**	...	7 20	2 55	7 15	7 55	...
4	6½	4½	3	2	Trompet	...	7 29	3 5	7 25	8 10	...
7½	11	8½	5½	3½	Uerdingen	...	7 39	3 16	7 36	8 26	...
11½	16½	12½	8	5	**Crefeld** (page 89)	...	7 51	3 29	7 49	8 44	...
17½	24½	18½	12	7½	Anrath	...	8 4	3 45	8 5	9 10	...
20½	28½	21½	14	8½	Viersen	...	8 14	3 56	8 16	9 25	...
25	35	26½	17½	10½	**Gladbach** .....arr.	...	8 25	4 8	8 28	9 43	...
Fro	m O	bere	asse	L.	**Dusseldorf** (Obercassel).....dep.	...	7 40	3 10	7 55	9 35	...
4½	(	4½	3	1½	Neuss (page 89)	...	7 58	3 30	8 14	9 52	...
9½	14	10½	7	4½	Kleinenbroich	...	8 14	3 46	8 29	10 13	...
14½	20	15	10	6	**Gladbach** .....arr.	a.m.	8 25	3 57	8 40	10 29	...
	Fro	m G	ladb	ach.	**Gladbach** .....dep.	6 0	8 30	4 14	8 45	Stop	...
27	3	2½	1½	1	Rheydt	6 13	8 40	4 26	8 55		...
30	6	4½	3	1½	Wickrath	6 26	8 49	4 35	9 4	...	...
35	13	10	6½	4	Erkelenz	6 49	9 5	4 51	9 20	...	...
40	17½	13½	8½	5½	Baal	7 12	9 14	5 0	9 29	...	...
44	23½	17½	11½	7	Lindern (Linnich, Randerath)	7 32	9 27	5 13	9 42	...	...
47	29	21½	14½	8½	Geilenkirchen	7 51	9 39	5 26	9 55	...	...
55	38	28½	19	11½	Herzogenrath	8 25	9 57	5 45	10 14	...	...
62	42	31½	21	12½	Kohlscheidt	8 47	10 10	5 58	10 27	...	...
65	43½	46½	24½	14½	**Aix-la-Chapelle** (1) { Templerbend ...arr.	9 10	10 21	6 10	10 39	...	...
65	...	...	...	...	{ Marschierthor ... „	9 18	10 26	6 15	10 43	...	...
							p.m.		a.m.		
...	...	...	...	...	BRUSSELS .....arr.	...	3 25	...	6 25	...	...
...	...	...	...	...	PARIS .....arr.	...	9 5	...	2 0	...	...
...	...	...	...	...	LONDON .....arr.	...	4 30	a.m.	10 5	...	...

Passengers to or from Belgium should get their luggage marked for **Marschierthor** (general Station for both lines.)

Note.—In consequence of the repeated delay in the arrival at Aix-la-Chapelle Junction of the 8.30 p.m. Train from London, and 7.15 a.m. from Ostend, passengers for Hanover, Berlin, Leipsic, &c., via the Aix-la-Chapelle, Dusseldorf and Ruhrort Railway, will be forwarded by a Special Train (should occasion require it) to Dusseldorf, so as to obtain correspondence with the Express Train for Berlin.

For Table shewing connections complete, see page 498.

(1) Aix-la-Chapelle to Verviers, &c., see page 67.

¶ The Prussian Thaler is equal to 3s. or 30 silbergroschen; 1 silbergroschen equal to 12 pfenninga, or 1½d.

COLOGNE TO DUSSELDORF, HAMM, AND MINDEN. [22-10

Eng. Miles.	¶ Fares. Express. 1 Cl.	2 Cl.	3 Cl.	Ordinary. 1 Cl.	2 Cl.	3 Cl.	Brussels (page 66) Aix-la-Chapelle (66) Cologne (page 66) arr.	Trains. 1	*2	3	4	5	†6	7
Dis.	Sgr.	Sgr.	Sgr.	Sgr.	Sgr.	Sgr.	[NO TUNNELS.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	—	—	—	**Deutz (Cologne)** dep.	Extra Trains.—From Ruhrort to Oberhausen at 7.45 p.m.	6 30	8 0	11 0	4 0	5 15	9 0
2½	...	...	...	4	3	2	Mülheim		...	8 9	11 9	4 9	...	9 9
11¼	...	...	...	16	11	8	Langenfeld		...	8 40	11 38	4 38	...	9 38
16	...	...	...	23	15	12	Benrath		...	8 57	11 53	4 53	...	9 53
23	38	25	19	30	20	15	**Dusseldorf Jun.** arr.		7 16	9 15	12 10	5 10	5 58	10 10
...	...	...	...	...	...	...	,, (p. 85) ...dep.		7 22	9 25	12 20	5 20	6 4	10 20
...	...	...	...	40	26	20	Calcum		...	9 47	12 42	5 41	...	10 30
...	...	...	...	44	30	22	Groszenbaum		...	10 1	12 56	5 54	...	...
39	64	43	32	50	34	25	**Duisburg**		7 53	10 18	1 14	6 10	6 30	11 2
...	...	...	...	...	...	...	**Ruhrort** ....dep.		7 0	9 45	1 12	6 5	6 5	10 25
...	...	...	...	...	...	...	**Oberhausen** ...arr.		7 15	10 0	1 27	6 18	6 18	10 45
43½	72	48	35	56	38	28	**Oberhausen Ju.** (p. 83)		8 7	10 41	1 30	6 30	6 45	11 21
...	...	...	...	64	42	32	Berge-Borbeck		...	11 1	Stop	6 56	...	11 38
51	82	55	41	65	44	33	Essen		8 24	11 10		7 4	...	11 47
...	...	...	...	71	47	35	Gelsenkirchen		...	11 25		7 17	...	12 1
...	...	...	...	78	52	39	Herne-Bochum		...	11 46		7 36	...	12 19
...	...	...	...	88	59	44	Mengede		a.m.	12 14		8 3	...	...
73½	119	79	60	95	63	47	**Dortmund Ju.** (p. 98) d.		6 20	9 15	12 41	8 25	7 45	1 0
77	...	...	...	108	72	54	Camen		6 49	...	1 10	8 51	...	1 26
91½	150	100	75	120	80	60	**Hamm Junc.** .....arr.		7 14	9 52	1 35	9 15	8 14	1 50
...	...	...	...	...	...	...	,, (page 99). dep.		7 30	9 55	1 45	Stop	8 20	1 58
...	...	...	...	129	86	65	Ahlen		7 54	...	2 11		...	2 21
...	...	...	...	137	91	68	Beckum		8 13	...	2 32		...	2 40
...	...	...	...	144	96	72	Oelde		8 31	...	2 51	...	...	2 57
116¾	...	...	...	152	102	76	Rheda		8 47	...	3 10	p.m.	...	3 18
...	...	...	...	159	106	80	Gütersloh		9 4	...	3 34	6 30	...	3 38
133	216	141	108	173	115	87	**Bielefeld**		9 44	11 27	4 16	7 10	9 44	4 19
141½	...	...	...	184	123	92	Herford		10 6	...	4 41	7 32	...	4 43
148	...	...	...	193	128	96	Löhne Junction		10 25	...	5 0	7 51	...	5 1
150¾	...	...	...	197	131	99	Bad Oeynhausen (Rehme)		10 39	...	5 13	8 7	...	5 13
158	...	...	...	205	137	102	Porta		...	...	5 34	8 28	...	5 33
161	261	174	131	210	140	105	**Minden** .....arr.		11 12	12 28	5 45	8 40	10 36	5 45
...	372½	255	187½	312½	217½	157½	Bremen (p. 101).....arr.		p.m.	5 50	10 0	p.m	...	...	10 15
200	327½	217½	165	262½	180	132½	Hanover (p. 103)....arr.		p.m.	2 5	8 0	p.m.	nght	12 13	8 25
...	452½	312½	227½	385	270	192½	Harburg (p. 100) ...arr.		p.m.	8 45	8 30	a.m.	a.m.	8 30	1 25
237	390	260	195	312½	217½	157½	Brunswick (p. 102) arr.		p.m.	3 56	7 15	a.m.	a.m.	1 45	11 15
300¼	494	329	247	396	272½	191	Magdeburg (p. 105) arr.		p.m.	6 35	10 45	a.m.	a.m.	4 9	8 12
390½	644	429	322	516	362½	251	Berlin (p. 106) .....arr.		p.m.	9 45	2 45	p.m.	a.m.	7 30	8 0

† Courier Train. * Quick Train.

Remarks.—Luggage: 50 lbs. free; every 10 lbs. extra, 7 Sgr. Four-wheeled carriage, 41 Prus. dols. 21 sgr.; two-wheeled carriage, 27 Prus. dols. 24 sgr.

Deutz to Cologne, by Omnibus, at 5 sgr. each—(2½ sgr. for a child under 10 years), and 1 sgr. for every piece of luggage.

1st and 2nd class Through Passengers can have their luggage sent direct from Deutz to Hamm, Bremen, Brunswick, Berlin, &c., &c.

For Trains from Brussels, Liege, and Aix-la-Chapelle, to Cologne, &c., see pages 54 and 55.

EITORF AND DEUTZ. [22-10

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	4th class	Stations.	Trains. 1	2	3	4	5	6	7	8
Dis.	sgr.	sgr.	sgr.	sgr.		a.m.	a.m.	p.m.					
—	—	—	—	—	**Eitorf** .....dep.	6 20	10 20	5 0	...	...	...	...	...
7	10	6	5	3	Hennef .....dep.	6 41	10 41	5 21	...	...	...	...	...
11	15	10	7	4	Siegeburg .....dep.	6 57	10 57	5 37	...	...	...	...	...
18	24	16	12	6	Wahn .....dep.	7 18	11 18	5 58	...	...	...	...	...
20	34	23	17	9	**Deutz** .....arr.	7 40	11 40	6 20	...	...	...	...	...

¶ The Prussian Thaler is equal to 30 silbergroschens, or 3s.; 1 silbergroschen equal to 12 pfennings, or 1½d.

MINDEN, HAMM, DUSSELDORF, AND COLOGNE. [22-10

English Miles.	¶ Fares. From Berlin. Express. 1st Class	Express. 2nd Class	Express. 3rd Class	Ordinary. 1st Class	Ordinary. 2nd Class	Ordinary. 3rd Class	STATIONS.	Trains. 1	*2	3	4	5	†6	7
								noon	p.m.	a.m.	p.m.	p.m.	a.m.	p.m.
Dis.	Sgr.	Sgr.	Sgr.	Sgr.	Sgr.	Sgr.	Berlin (page 107) dep.	12 0	6 30	p.m.	p.m.	8 30	7 0	a.m.
90	150	100	75	120	90	60	Magdeburg (p. 105) „	4 20	9 39	p.m.	a.m.	1 43	10 33	a.m.
153½	255	170	129	203	145	95	Brunswick (p. 103) „	8 15	11 56	p.m.	a.m.	5 0	1 5	p.m.
190½	317½	212½	160	250½	177½	115	Hanover (p. 103)... „	10 25	1 20	a.m.	a.m.	6 55	2 45	p.m.
231½	385	255	190	304½	211½	139	Minden (p. 103) ... arr.	12 15	2 37	a.m.	a.m.	9 30	4 10	p.m.
	From	Min	den				[No tunnels	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.
—	—	—	—	—	—	—	**Minden** .....dep.	12 45	2 52	7 30		10 30	4 25	4 45
3	...	...	...	4	3	2	Porta	12 56	...	7 41		10 42	...	4 56
9	...	...	...	12	8	6	Bad Oeynhausen (Rehme)...	1 14	...	8 1		11 2	...	5 14
13	...	...	...	17	11	8	Löhne Junction	1 23	...	8 13		11 13	4 54	5 24
20	...	...	...	27	18	13	Herford	1 43	...	8 31		11 32	...	5 49
28	45	30	23	36	24	18	**Bielefeld**	2 13	3 43	9 4		12 4	5 25	6 22
...	...	...	...	51	34	25	Gutersloh	2 53	...	9 40		12 45	...	7 2
44	...	...	...	57	38	28	Rheda	3 9	...	Stop		1 3	...	7 20
...	...	...	...	67	45	34	Oelde	3 31	...			1 29	...	7 47
...	...	...	...	72	48	36	Beckum	3 48	...			1 48	...	8 5
...	...	...	...	80	53	40	Ahlen	4 6	...	...		2 9	...	8 34
71	111	74	56	90	60	45	**Hamm Junc.** .....arr.	4 24	4 59	a.m.		4 30	6 50	8 55
...	...	...	...	...	...	...	„ .....dep.	4 32	5 2	7 30		3 0	6 53	9 0
85	...	...	...	101	68	51	Camen	4 57	...	7 56		3 28	...	9 27
89	143	95	71	116	77	58	**Dortmund Junc.** [3]...	5 40	5 35	8 30		4 5	7 31	9 55
...	...	...	...	121	81	61	Mengede.....	5 56	...	8 46		4 23	...	Stop
...	...	...	...	132	88	66	Herne-Bochum.....	6 27	...	9 13		4 56	...	
...	...	...	...	138	92	69	Gelsenkirchen	6 44	...	9 31		5 15	...	
111	180	120	90	144	96	72	Essen	6 58	...	9 45		5 32	8 10	...
...	...	...	...	146	97	73	Berge-Borbeck	7 6	...	9 53	p.m.	5 41	...	...
119	190	127	96	154	102	77	**Oberhausen Jn.** (p. 83)	7 32	6 28	10 14	2 15	6 9	8 31	p.m.
...	...	...	...	...	...	...	**Oberhausen** ....dep.	8 15	6 33	10 45	...	6 55	9 0	2 8
...	...	...	...	...	...	...	**Ruhrort** .....arr.	8 30	6 46	11 5	...	7 15	9 20	2 23
123	197	132	99	160	106	80	**Duisburg**	7 51	6 38	10 30	2 32	6 30	8 43	...
...	...	...	...	165	110	82	Groszenbaum	8 4	...	10 46	2 47	6 45	...	...
...	...	...	...	170	113	85	Calcum	8 15	...	11 0	3 1	6 58	...	...
139	224	149	112	180	120	90	**Dusseldorf Junc.** arr.	8 32	7 9	11 22	3 22	7 18	9 16	...
...	...	...	...	...	...	...	(p. 85) ...dep.	8 40	7 15	11 32	3 32	7 28	9 23	..
146	...	...	...	186	124	93	Benrath	8 58	...	11 52	3 51	7 46	...	...
150	...	...	...	193	129	97	Langenfeld.....	9 13	...	12 7	4 7	8 1	...	...
159	...	...	...	206	137	103	Müllheim.....	9 42	...	12 37	4 41	8 32	...	...
161	261	174	131	210	140	105	**Deutz (Cologne)** [4] arr.	9 50	8 0	12 45	4 50	8 40	10 15	...

Courier Train. * Quick Train. †

[3] Dortmund to Soest and Elberfeld, see page 93.

[4] Cologne to Aix-la-Chapelle, Brussels, and Ostend, see pages 67 and 68.

Remarks.—Luggage: 50 lbs. free; every 10 lbs. extra, 7 sgr. Four-wheeled carriage, 41 Prus. doll. 21 sgr.; two-wheeled carriage, 27 Pruss. doll. 24 sgr. 1st and 2nd class Through Passengers can have their luggage sent direct from Deutz to Duren, Eschweiler, Aachen, Herbestal, Ghent, Paris, London, &c.

DEUTZ AND EITORF. [22-10

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	4th class	Stations.	Trains. 1	2	3	4	5	6	7	8
Dis.	sgr.	sgr.	sgr.	sgr.		a.m.	p.m.	p.m.					
—	—	—	—	—	**Deutz** .....dep.	8 15	12 15	7 0	...	...	...	...	...
8	10	7	5	3	Wahn	8 38	12 38	7 23	...	...	...	...	...
15	19	13	10	5	Siegburg	9 0	1 0	7 45	...	...	...	...	...
19	25	16	12	6	Hennef.....	9 16	1 16	8 1	...	...	...	...	...
29	34	22	17	9	**Eitorf**.....arr.	9 40	1 40	8 25	...	...	...	...	...

¶ The Prussian Thaler is equal to 30 silbergroschen, or 3s.; 1 silbergroschen equal to 12 pfennings, or 1¼d.

Rhenish Railway.—COLOGNE, BONN, ROLANDSECK, & COBLENTZ.—Rheinische Eisenbahn.

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	4th class	Stations. [NO TUNNELS.	Trains. 1, 2, 3 class	1 & 2 class	1 2, 3 class	1, 2, 3 class	1. 2, 3 class	1, 2, 3 class	1, 2, 3 class	[22—10
Dis.	sgr.	sgr.	sgr.	sgr.		a. m.	a. m.	a. m.	p. m	p. m.	p. m	p. m.	
—	—	—	—	—	**Cologne** (Pantaleon) .....dep.	6 30	9 15	11*45	12 15	3 0	6 5	8 15	
3½	4	3	2½	2	Kalscheuren	6 40	...	11 55	2 26	3 10	...	8 25	* 4th Class from Cologne to Bonn.
7	7½	5	4	3	Brühl	6 50	9 34	12 6	2 40	3 22	6 26	8 36	
10½	9	6	5	4	Sechtem	7 0	...	12 16	2 52	3 32	...	8 46	
14	12	8	6	5	Roisdorf	7 10	...	12 26	3 5	3 42	6 45	8 56	
18	15	10	7½	5	**Bonn** .... arr.	7 18	10 0	12 36	3 16	3 52	6 55	9 6	
...	...	...	...	...	„ .....dep.	7 22	10 5	12 41	3 22	3 57	7 0	9 11	
22	20	14	10	...	Godesberg	7 32	10 15	12 51	3 33	4 8	7 11	9 22	
24	22½	16	11	...	Mehlem	7 37	10 20	12 56	3 39	4 13	7 17	9 27	
27	25	18	12½	...	**Rolandseck**	7 46	10 28	1 4	3 48	4 21	7 26	9 35	
30	30	22½	15	...	Remagen	7 57	10 42	1 20	4 0	4 36	7 39	9 50	
31	33	25	16½	...	Sinzig	8 5	10 50	1 29	Stop	4 45	7 47	9 59	
40	40	30	20	...	Brohl	8 20	11 6	1 48	Stop	5 2	8 1	10 17	
45	46	35	23	...	Andernach	8 32	11 18	2 1		5 16	8 14	10 31	
47½	49	37½	25	...	Neuwied	8 40	11 26	2 10	...	5 25	8 21	10 40	
58½	60	45	30	...	**Coblentz** ....arr.	9 0	11 45	2 30	...	5 45	8 40	11 0	† Runs on Sundays and Fetes only.

Rhenish Railway.—COBLENTZ. ROLANDSECK. BONN, AND COLOGNE.—Rheinische Eisenbahn.

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	4th class	Stations. [NO TUNNELS.	Trains. 1 2 3 4 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1 & 2 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	
Dis.	sgr.	sgr.	sgr.	sgr.		a. m	a. m.	a. m	p. m.	p. m	p. m.	p. m.	p. m	
—	From		New	wied	**Coblentz** ....dep.	...	6 0	9 50	12 15	2 30	4 45	...	8 0	
11	—	—	—	—	Neuwied	...	6 20	10 10	12 36	2 48	5 6	...	8 20	
13	3	2½	1½	...	Andernach	...	6 28	10 19	12 44	2 55	5 15	...	8 28	
18	9	7	4	...	Brohl	...	6 41	10 34	12 58	...	5 30	...	8 41	
24	16	12½	7	...	Sinzig	...	6 56	10 50	1 13	...	5 45	...	8 54	
28	19	14½	8	...	Remagen	...	7 6	10 59	1 23	3 22	5 54	*7 15	9 4	
31	25	19½	12½	...	**Rolandseck**	...	7 18	11 13	1 35	3 33	6 7	7 30	9 18	
34	29	22½	14½	...	Mehlem	...	7 27	11 21	1 44	...	6 15	7 40	9 26	
36	32	24	16½	...	Godesberg	...	7 33	11 26	1 50	...	6 20	7 46	9 31	
40	34	27½	18½	...	**Bonn** .... arr.	...	7 45	11 35	2 1	3 51	6 27	7 56	9 40	
...	...	...	...	...	„ ....dep	6 10	7 50	11 40	2 6	3 54	6 35	8 2	9 45	
44	40	29	19½	...	Roisdorf	6 23	8 1	...	2 17	...	6 46	8 13	...	
48	42	31	21½	...	Sechtem	6 35	8 12	...	2 28	...	6 57	8 24	...	
51	45	33	22½	...	Brühl	6 49	8 25	12 9	2 40	4 15	7 9	8 39	10 14	
55	47	34	23½	...	Kalscheuren	7 0	...	...	2 50	...	7 20	8 50	...	
58½	49	37½	25	...	**Cologne** (Pantaleon) ....arr	7 10	8 45	12 25	3 0	4 30	7 30	9 0	10 30	* Runs on Sundays and Fetes only.

Remarks.—Terminus at Cologne, is at St. Pantaleon's Gate. Four-wheeled carriages, 3 Prussian dollars; two-wheeled, 2 Prussian doll.

¶ The Prussian Thaler is equal to 30 silbergroshen or 3 shillings; 1 silbergroshen equal to 12 pfennings or 1¼d.

LAHNSTEIN AND EMS.—Nassau, Rhine and Lahn.

English Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class					
Dis.	fl. kr.	fl. kr.	fl. kr.		a. m.	a. m	p. m.	p m	p. m					
—	—	—	—	**Lahnstein** .....dep.	7 0	10 45	1 30	3 15	5 15	...	...	...	...	...
...	...	...	..	**Ems** .....arr.	7 25	11 10	1 55	3 40	5 40	...	...	...	...	...

EMS AND LAHNSTEIN.

English Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class					
Dis.	fl. kr.	fl. kr.	fl. kr.		a. m.	p. m.	p. m.	p. m.	p. m.					
—	—	—	—	**Ems**.....dep.	9 10	12 15	2 10	4 0	7 30	...	...	...	...	...
...	...	...	...	**Lahnstein** .....arr.	9 35	12 40	2 35	4 25	7 55	...	...	...	...	...

COLOGNE AND CREFELD.

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	
Dis.	Sgr.	Sgr.	Sgr.		a.m.	a.m.	a.m.	p.m.	
...	...	...	...	Coblentz .....dep.	...	6 0	9 50	2 30	...
...	...	...	...	Bonn .....dep.	...	7 53	11 40	3 54	...
...	...	...	...	Cologne .....arr.	...	8 45	12 25	4 30	...
					a.m.	a.m.	p.m.	p.m.	
—	—	—	—	**Cologne** .....dep.	6 15	9 24	2 20	7 10	...
6½	11	7½	5½	Worringen	6 54	9 46	2 46	7 33	...
11½	16	10½	8	Horrem-Dormagen.....	7 13	9 56	2 56	7 44	...
21	28½	19	14½	**Neuss**	8 10	10 26	3 38	8 14	...
27	35	23½	17½	Osterath	8 33	10 40	3 54	8 28	...
32	41½	28	21	**Crefeld** .....arr.	8 50	10 52	4 7	8 40	...
						p.m.	p.m.	p.m.	
...	...	...	...	Ruhrort .....arr.	...	12 24	6 0	10 19	...
							a.m.	a.m.	
...	...	...	...	Berlin .....arr.	...	...	7 30	7 50	...
						a.m.	p.m.	p.m.	
...	...	...	...	Dusseldorf .....arr.	...	11 19	5 16	9 32	...

CREFELD AND COLOGNE.

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	
Dis.	Sgr.	Sgr.	Sgr.			p.m.	noon	p.m.	
...	...	...	...	Berlin ....dep.	...	6 30	12 0	8 30	...
						a.m.	p.m.	p.m.	
...	...	...	...	Ruhrort ....dep.	...	6 55	2 30	7 25	...
						a.m.	p.m.	p.m.	
...	...	...	...	Dusseldorf.....dep.	...	7 40	3 10	7 55	...
					a.m.	a.m.	p.m.	p.m.	
—	—	—	—	**Crefeld** ..... dep.	6 50	10 25	4 16	8 48	...
5	7	4½	3½	Osterath	...	10 41	4 39	9 2	...
11	13½	9	7	**Neuss**	7 25	11 5	5 18	9 20	...
20½	26	17½	13	Horrem-Dormagen.....	7 51	11 35	6 1	9 45	...
25	31	20½	15½	Worringen	8 1	11 48	6 29	9 55	...
32	41½	28	21	**Cologne**.....arr.	8 22	12 13	6 53	10 16	...
					a.m.	p.m.	p.m.		
...	...	...	...	Cologne .....dep.	9 15	3 0	8 15	...	...
...	...	...	...	Bonn .....dep.	10 0	3 52	9 6	...	...
...	...	...	...	Coblentz .....dep.	11 45	5 45	11 0	...	...

BINGEN AND KREUZNACH.—Rhein-Nahe Bahn. [6932

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5
Dis.	Sgr.	Sgr.	Sgr.		a.m.	noon	p.m.	p.m.	
—	—	—	—	**Bingen** ..... dep.	7 30	10 20	1 50	2 45	...
4½	6½	4½	3	Langenlonsheim	7 42	10 32	2 2	2 57	...
9½	13	9	6	**Kreuznach**.....arr.	7 55	10 45	2 15	6 10	...

KREUZNACH AND BINGEN.

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5
Dis.	Sgr.	Sgr.	Sgr.		a.m.	a.m.	p.m.	p.m.	
—	—	—	—	**Kreuznach**.....dep.	9 30	12 30	3 30	9 40	...
4½	6½	4½	3	Langenlonsheim	9 42	1 2	3 42	9 52	...
9½	13	9	6	**Bingen** .....arr.	9 55	1 15	3 55	10 5	...

Remarks.—50 lbs. Luggage allowed free.

¶ The Prussian Thaler is equal to 30 silbergroschen, or 3s.; 1 silbergroschen equal to 12 pfennings, or 1¼d.

MAYENCE AND BINGEN.—Ludwigs Eisenbahn. [18-10

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	
Dis.	d.kr.	d.kr.	d.kr.		a.m.	a.m.	p.m.	p.m.	
—	—	—	—	**Mayence** .....dep.	8 5	11 35	1 35	5 35	8 0
...	0 15	0 9	0 6	Monbach	8 17	—	1 47	—	—
...	0 27	0 17	0 12	Budenheim	8 24	4	1 55	—	8 19
...	0 45	0 27	0 18	Heidesheim	8 35	—	2 6	—	8 30
...	0 54	0 33	0 24	Ingelheim	8 43	12 7	2 15	6 4	8 38
...	1 3	0 39	0 27	Gau-Algesheim	8 49	...	2 22	...	8 44
...	1 15	0 45	0 30	Gaulsheim	8 57	...	2 31	...	8 52
...	1 27	0 54	0 36	Bingen.....arr.	9 5	12 25	2 40	6 20	9 0

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	
Dis.	d.kr.	d.kr.	d.kr.		a.m.	a.m.	p.m.	p.m.	
—	—	—	—	**Bingen** .....dep.	6 15	8 35	11 45	2 45	6 40
...	0 15	0 9	0 6	Gaulsheim	6 25	—	11 54	—	6 49
...	0 27	0 17	0 12	Gau-Algesheim	6 34	—	12 2	—	6 57
...	0 45	0 27	0 18	Ingelheim	6 41	8 52	12 8	3 4	7 3
...	0 54	0 33	0 24	Heidesheim	6 50	—	12 17	—	7 12
...	1 3	0 39	0 27	Budenheim	7 1	—	12 27	—	7 22
...	1 15	0 45	0 30	Monbach	7 9	—	12 34	—	7 29
...	1 27	0 54	0 36	Mayence.....arr.	7 20	9 20	12 45	3 35	7 40

FRANKFURT, CASTEL & WIESBADEN.—Taunus. [23-10

Eng. Miles	¶ Fares. 1 Cl. fl kr	2 Cl. fl kr	3 Cl. fl kr	4 Cl. fl kr	Stations. [NO TUNNELS.	Trains. 1 a.m.	2 a.m.	*3 a.m.	4 a.m.	5 p.m.	6 p.m.	7 p.m.	8
Dis.													
—	—	—	—	—	**Frankfurt**.....dep.	5 25	8 10	10 15	11 15	..	2 45	6 0	...
5½	0 30	0 18	0 12	..	Höchst.....	5 47	8 27	..	11 33	..	3 3	6 18	..
9½	0 48	0 30	0 18	..	Hattersheim.....	6 4	8 41	..	11 48	..	3 17	6 30	..
13½	1 9	0 45	0 27	..	Flörsheim.....	6 20	8 55	..	12 1	..	3 29	6 42	..
18	1 30	0 57	0 33	..	Hochheim.....	6 35	9 6	..	12 13	..	3 41	6 55	...
20½	1 48	1 9	0 42	..	**Castel**.....arr.	6 45	9 15	11 0	12 22	..	3 50	7 5	..
..	..	..	..	..	,, ...dep.	6 55	9 20	11 7	12 27	2 35	3 55	7 10	..
24½	2 6	1 18	0 48	..	Bieberich.....dep.	6 55	9 20	..	12 27	2 35	3 55	7 10	..
..	..	..	..	..	,, ...arr.	7 15	9 45	..	12 52	2 55	4 20	7 35	..
26½	2 15	1 24	0 51	..	**Wiesbaden**....arr.	7 15	9 45	11 27	12 52	2 55	4 20	7 35	..

Eng. Miles	¶ Fares. 1 Cl. fl kr	2 Cl. fl kr	3 Cl. fl kr	4 Cl. fl kr	Stations.	Trains. 1 a.m.	2 a.m.	*3 a.m.	4 a.m.	*5 a.m.	6 p.m.	7 p.m.	8
Dis.													
—	—	—	—	—	**Wiesbaden**....dep.	5 45	..	8 0	10 15	11 45	2 20	6 10	..
..	0 18	0 12	0 6	..	Bieberich.....dep.	5 45	..	8 0	10 15	..	2 20	6 10	..
..	..	..	..	..	,, ...arr.	6 5	..	8 20	10 35	..	2 40	6 30	..
5½	0 27	0 18	0 12	..	**Castel**.....arr.	6 5	..	8 20	10 35	12 5	2 40	6 30	..
..	..	..	..	..	,, ...dep.	6 15	7 15	8 25	10 40		2 45	6 35	..
8	0 45	0 30	0 18	..	Hochheim.....	6 32	..	8 36	10 50	Stop	2 56	6 52	..
12	1 6	0 42	0 27	..	Flörsheim.....	6 48	7 38	8 49	11 2		3 9	7 3	..
17	1 27	0 54	0 33	..	Hattersheim.....	7 6	8 0	9 4	11 17	Exp. press.	3 23	7 16	..
20½	1 45	1 6	0 42	..	Höchst.....	7 22	8 15	9 17	11 31		3 36	7 30	..
26½	2 15	1 24	0 51	..	**Frankfurt**.....arr.	7 40	8 45	9 30	11 45	*	3 55	7 45	..

Remarks.—LUGGAGE: 3 Krs. for every 10 lbs.. (To Paris, 60 lbs. allowed free).

Four-wheeled carriage, 9 fl. 12 kr.; two-wheeled carriage, 7 fl.

FRANKFURT, WIESBADEN, AND RUDESHEIM.—Nassau, Rhine, and Lahn.

[6887

Eng. Miles	¶ Fares. 1 Cl. fl.kr.	2 Cl. fl.kr.	3 Cl. fl.kr.	Stations. [NO TUNNELS.	Trains. 1 a.m.	2 a.m.	3 a.m.	4 p.m.	5 p.m.			
Dis.												
...	...	...	...	FRANKFURT ...(see above.).....dep.	5 25	8 5	11 15	...	6 0	...	...	...
...	...	...	...	WIESBADEN ...(see above.).....arr.	7 10	9 35	12 45	...	7 30	...	...	...
—	—	—	—	**Wiesbaden**.....dep.	7 50	9 55	1 0	3 10	7 50	...	...	...
...	...	...	...	Taunus Junction.....dep.	...	...	...	...	...	...	...	...
1	0 18	0 12	0 6	Biebrich-Mosbach.....	7 41	10 6	1 11	3 22	8 2	...	...	...
3½	0 27	0 18	0 9	Schlers ein.....	...	...	...	...	...	...	...	...
5	0 36	0 24	0 12	Nieder-Walluf.....	...	...	...	...	...	...	...	...
6½	0 45	0 30	0 15	Eltville.....	8 2	10 27	1 32	3 45	8 25	...	...	...
10	0 54	0 36	0 18	Hattenheim.....	...	...	...	...	...	...	...	...
11½	1 3	0 42	0 21	Oestrich.....	...	...	...	...	...	...	...	...
12½	1 12	0 48	0 24	Winkel (Johannisberg).....	...	...	...	...	...	...	...	...
14½	1 21	0 54	0 27	Geisenheim.....	...	...	...	...	...	...	...	...
17	1 30	1 0	0 30	**Rudesheim**.....arr.	8 35	11 0	2 5	4 20	9 0	...	...	...

Passengers are booked direct to Castel (Mayence) and Frankfurt, and vice versâ.

Each passenger is allowed 40 lbs. weight of Luggage free of charge. Luggage must be at the Station a quarter of an hour at least before the departure of the Trains.

RUDESHEIM, WIESBADEN, AND FRANKFURT.

Eng. Miles	¶ Fares. 1 Cl. fl.kr.	2 Cl. fl.kr.	3 Cl. fl.kr.	Stations.	Trains. 1 a.m.	2 a.m.	3 p.m.	4 p.m.	5 p.m.			
Dis.												
—	—	—	—	**Rudesheim**.....dep.	6 20	8 50	12 45	4 40	7 5	...	...	...
2½	0 18	0 12	0 6	Geisenheim.....	...	...	...	...	...	...	...	...
4½	0 27	0 18	0 9	Winkel (Johannisberg).....	...	...	...	...	...	...	...	...
6	0 36	0 24	0 12	Oestrich.....	...	...	...	...	...	...	...	...
7	0 45	0 30	0 15	Hattenheim.....	...	...	...	...	...	...	...	...
10½	0 54	0 36	0 18	Eltville.....	6 58	9 26	1 30	5 18	7 43	...	...	...
12	1 3	0 42	0 21	Nieder-Walluf.....	...	...	...	...	...	...	...	...
13	1 12	0 48	0 24	Schlerstein.....	...	...	...	...	...	...	...	...
15½	1 21	0 54	0 27	Biebrich-Mosbach.....	7 19	9 45	1 49	5 39	8 4	...	...	...
17	...	...	...	Taunus Junction.....	...	...	...	...	...	...	...	...
...	1 30	1 0	0 30	**Wiesbaden**.....arr.	7 30	9 55	2 0	5 50	8 15	...	...	...
...	...	...	...	WIESBADEN ...(see above.).....dep.	8 0	10 15	2 15	6 15	8 35	...	...	...
...	...	...	...	FRANKFURT ...(see above.).....arr.	9 30	11 45	3 45	7 45	10 10	...	...	...

† The Florin (German) is equal to 60 Kreuzers, or 1s. 8½d.; 3 Kreuzers, equal to 1d.

FRANKFORT, MANNHEIM & HEIDELBERG.—

Main-Neckar Railway. [18-10

English Miles.	¶ Fares. 1st clas.	2nd clas.	3rd clas.	STATIONS.	Trains. 1	*2	3	4	5	6	7
					1, 2, 3 class.	1, 2, 3 class.	1 & 2 Ex.	1, 2, 3 class.	1, 2, 3 clas.	1, 2 3 clas.	
Dis.	g. kr	g. kr	g. kr	CASSEL p. (92.)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
—	—	—	—	**Frankfort** dep.	6 10	8 15	10 18	12 40	4 40	9 0	
..	0 15	0 12	0 6	Isenburg	..	8 33	..	12 56	4 55	..	
..	0 33	0 21	0 15	Langen	6 33	8 50	..	1 10	5 7	9 26	
..	0 51	0 36	0 24	Arheilgen	6 45	9 6	..	1 23	5 20	9 39	
15½	1 6	0 42	0 30	**Darmstadt** arr.	6 54	9 20	10 56	1 32	5 30	9 50	
..	..	..	..	,, dep.	7 0	10 0	11 1	1 40	5 35	Stop	
..	1 21	0 54	0 36	Eberstadt	7 11	10 25	..	1 52	5 47	..	
..	1 39	1 6	0 42	Bickenbach	7 22	10 40	..	2 3	5 58	..	
26½	1 45	1 12	0 48	Zwingenberg	7 29	10 54	..	2 10	6 6	..	
28	1 51	1 15	0 51	Auerbach.....	7 36	11 3	..	2 17	6 13	..	
30	1 57	1 18	0 51	Bensheim.....	7 42	11 34	11 29	2 23	6 19	..	
33	2 9	1 27	0 57	Heppenheim	7 50	11 51	..	2 31	6 27	..	
..	2 21	1 36	1 3	Hemsbach	8 0	12 4	..	2 43	6 37	..	
39½	2 33	1 42	1 9	Weinheim	8 11	12 25	11 50	2 52	6 46	..	
..	2 45	1 51	1 15	Groszsachsen	8 21	12 37	..	3 2	6 56	..	
..	2 57	2 0	1 18	Ladenburg	8 30	12 52	..	3 11	7 6	..	
48	3 6	2 6	1 24	Friedrichsfeld	8 43	1 10	12 10	3 23	7 18	..	
54½	3 30	2 21	1 33	**Mannheim** arr.	9 0	1 30	12 28	3 40	7 35	..	
54½	3 33	2 21	1 33	**Heidelberg** ,,	9 0	1 30	12 25	3 40	7 35	..	

* Goods Train with Passengers.

HEIDELBERG, MANNHEIM, & FRANKFORT.

English Miles.	¶ Fares. 1st clas.	2nd clas.	3rd clas.	STATIONS.	Trains. 1	2	3	4	* 5	6	7
					1, 2, 3 class.	1, 2, 3 class.	1, 2, 3 class.	1 & 2 Ex	1, 2 3 clss	1, 2, 3 clss	
Dis.	g. kr	g. kr	g. kr	BALE (p. 95.)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
—	—	—	—	**Heidelberg** .d.	..	7 25	11 0	2 0	2 10	6 35	
11½	0 48	0 33	0 21	**Mannheim** dep	..	7 20	11 0	1 55	1 55	6 35	
6½	0 24	0 18	0 12	Friedrichsfeld	..	7 45	11 21	2 16	2 40	6 58	
..	0 36	0 24	0 12	Ladenburg	..	7 53	11 29	..	2 53	7 7	
..	0 48	0 30	0 15	Groszsachsen	..	8 2	11 38	..	3 4	7 16	
14½	1 0	0 39	0 27	Weinheim	..	8 12	11 52	2 37	3 28	7 28	
..	1 12	0 45	0 33	Hemsbach	..	8 19	12 3	..	3 38	7 37	
21	1 24	0 57	0 39	Heppenheim	..	8 28	12 14	..	4 0	7 48	
25	1 36	1 3	0 42	Bensheim.....	..	8 36	12 23	3 0	4 24	7 57	
26	1 42	1 6	0 45	Auerbach.....	..	8 42	12 29	..	4 31	8 3	
27½	1 48	1 12	0 48	Zwingenberg	..	8 48	12 36	..	4 42	8 10	
..	1 54	1 18	0 51	Bickenbach	..	8 55	12 44	..	4 51	8 18	
..	2 12	1 27	0 57	Eberstadt.....	..	9 8	12 57	..	5 18	8 34	
37½	2 27	1 39	1 6	**Darmstadt** arr.	a.m.	9 20	1 10	3 31	5 35	8 50	
..	..	..	..	,, dep.	5 30	9 25	1 15	3 36	6 10	9 0	
..	2 42	1 45	1 9	Arheilgen	5 38	9 34	1 24	..	..	9 10	
..	3 0	2 0	1 21	Langen.....	5 50	9 47	1 37	..	6 37	9 25	
..	3 18	2 12	1 27	Isenburg.....	..	9 58	1 48	..	..	9 36	
54½	3 33	2 21	1 33	**Frankfort**..arr.	6 8	10 10	2 0	4 10	7 2	9 50	

* Goods Train with Passengers.

¶ The Gulden is equal to 1s. 8½d.—60 kreutzer, one gulder; 3 kreutzers, 1d.

From MANNHEIM to CARLSRUHE, BADEN, OFFENBURG, FREIBURG, EFRINGEN, and BASLE, see page 92.

Remarks.—LUGGAGE:—10 lbs. free; every 10 lbs. extra, 6 kr. Four-wheeled carriage, 19 fl. 26 kr.; two-wheeled carriage, 15 fl. 24 kr. 10 lbs. of Small Luggage free to Basle and Strasburg; 20 lbs. to Paris.

Direct Fares.—From Frankfort to Heilbronn, 3 fl. 18 kr., & 5 fl. 30 kr.—10 lbs. over-freight, 35 kr.; to Stuttgart, 3 fl., and 5 fl. 15 kr.—10 lbs. over-freight, 14 kr.; to Ulm, 11 fl. 45 kr., and 7 fl. 39 kr.—10 lbs. over-freight, 21 kr.; to Friedrichshafen, 15 fl. and 10 fl. 20 kr.—10 lbs. over-freight, 27 kr.

MAYENCE, DARMSTADT, AND ASCHAFFENBURG. 18-9

Dis.	Fares. 1 cl. g.kr	2 cl. g.kr	3 cl. g.kr	Stations.	Trains. 1 & 2 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1 & 2 p.m.	1,2,3 p.m.	1,2,3 p.m.
—	—	—	—	Mayence (page 96) ..dep.	5 5	8 10	9 50	11 40	4 0	8 0		
...	...	...	...	Mayence-Gustavsburg	5 25	8 30	10 10	12 0	4 20	8 20		
0 33	0 21	0 12		Bischofsheim	...	8 39	...	12 9	4 29	8 29		
0 57	0 33	0 21		Nauheim	...	8 49	...	12 19	4 39	...		
1 6	0 39	0 24		Gross-Gerau	...	8 55	...	12 25	4 45	8 45		
1 24	0 51	0 33		Weiterstadt	...	9 7	...	...	4 58	...		
1 42	1 0	0 39		Darmstadt (page 91)..arr.	6 5	9 18	10 48	12 45	5 10	9 5		
...	...	...	...	,, ... dep.	6 15	9 56	...	12 55	5 45	9 15		
3 0	1 42	1 6		Babenhausen	6 46	10 40	...	1 41	6 35	10 1		
3 36	2 18	1 24		Aschaffenburg ..... arr.	7 15	11 5	...	2 5	7 0	10 25		

Dis.	Fares. 1 cl. g.kr	2 cl. g.kr	3 cl. g.kr	Stations.	Trains. 1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1 & 2 p.m.	1,2,3 p.m.	1 & 2 p.m.
—	—	—	—	Aschaffenburg..... dep.	4 55	7 55	12 40	...	4 10	7 45	
...	...	...	...	Babenhausen	5 16	8 21	1 1	...	4 36	8 6	
0 33	0 21	0 12		Darmstadt (page 91) arr.	6 0	9 10	1 45	...	5 23	8 50	
...	...	...	...	,, ... dep.	6 10	9 20	1 55	4 0	6 10	9 5	
1 6	0 39	0 24		Weiterstadt	6 22	...	...	...	6 21	...	
1 24	0 51	0 33		Gross-Gerau	6 34	9 39	2 14	...	6 32	9 24	
1 42	1 0	0 39		Nauheim	6 41	...	2 21	...	6 39	...	
...	...	...	...	Bischofsheim	6 53	9 58	2 33	...	6 50	...	
3 0	1 42	1 6		Mayence-Gustavsburg	7 5	10 10	2 45	4 40	7 2	9 30	
3 36	2 18	1 24		Mayence (page 96) ...arr.	7 20	10 25	3 0	4 55	7 17	10 5	

FRANKFORT AND CASSEL.—Main-Weser-Bahn. [6846

Eng. Miles.	¶ Fares. 1st Class	2nd Class	3rd Class	STATIONS.	Trains. 1	2	†3	4	*5	6
Dis.	Kr.	Kr.	Kr.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
	—	—	—	**Frankfort-on-M.** (p. 91) dp.		6 45	10 30	2 40	5 0	6 30
2	21	14	9	Bockenheim		..	10 40	2 48	..	6 39
5½	28	18	11	Bonames (Bad-Homburg)		7 0	10 58	3 2	5 16	6 55
9	40	27	16	Vilbel		7 8	11 12	3 12	..	7 5
..	..	..	..	Dortelweil		..	11 22	3 20	..	7 12
..	..	..	..	Grosskarben		..	11 34	3 30	..	7 21
..	74	49	31	Niederwöllstadt		..	11 52	3 45	..	7 34
21	95	64	39	**Friedberg**		7 40	12 20	4 8	5 55	7 54
23	106	71	44	Nauheim		7 47	12 32	4 18	6 2	8 4
29½	134	89	55	Butzbach		8 3	1 2	4 42	6 16	8 25
34½	158	106	66	Langgöns		8 18	1 22	5 0	..	8 42
41½	185	123	77	**Giessen**		8 36	2 0	5 18	6 50	9 2
..	..	..	..	Lollar		..	2 18	Stop	..	9 20
..	..	..	..	Fronhausen		8 56	2 35	..	..	9 32
60	270	180	112	**Marburg**	5 5	9 18	3 12		7 30	9 50
69½	313	208	130	Kirchhain	5 27	9 38	3 42		7 50	Stop
80½	364	243	151	**Neustadt**	6 0	10 2	4 24		..	
87	394	263	164	Treysa	6 28	10 20	4 52		8 32	
..	..	..	..	Zimmersrode	6 46	10 36	5 20		..	
..	..	..	..	Borken	6 56	10 46	5 36		..	
104	470	314	196	Wabern	7 11	11 0	6 0		9 10	
..	..	..	..	Gensungen	7 20	11 10	6 16		..	
116	528	352	219	**Guntershausen**	7 52	11 40	6 55		9 50	
..	..	..	..	Wilhelmshohe	8 10	11 55	7 15		10 5	
124½	567	378	236	**Cassel** arr.	8 15	12 0	7 20		10 10	

* Express, 1st and 2nd Class. † Goods Train with Passengers.

English Miles.	¶ Fares. 1st Class	2nd Class	3rd Class		Trains. 1	* 2	3	†4	5	6
Dis.	Sgr.	Sgr.	Sgr.		a.m.	a.m.	a.m.	p.m.	p.m.	
	—	—	—	**Cassel** dep.		5 0	8 20	12 10	5 0	
..	6	4	2½	Wilhelmshohe		5 5	8 25	12 16	5 6	
9	11½	7½	4½	**Guntershausen**		5 28	8 50	12 50	5 30	
..	..	..	..	Gensungen		..	9 9	1 15	5 50	
21	27½	18½	11½	Wabern		5 54	9 20	1 34	6 3	
..	..	..	..	Borken		..	9 36	1 56	6 20	
..	..	..	..	Zimmersrode		..	9 48	2 14	6 34	
38	49½	33	20½	Treysa		6 32	10 15	2 45	6 58	
44	58	38½	24½	**Neustadt**		..	10 36	3 12	7 18	
56½	72½	48½	30½	Kirchhain		7 6	11 5	3 48	7 48	
66	85	56½	35½	**Marburg**		7 28	11 35	4 24	8 12	
..	..	..	..	Fronhausen		..	11 55	4 50	8 30	
..	..	..	..	Lollar		..	12 6	5 5	8 40	
84	109	72½	45½	**Giessen**	5 15	8 7	12 28	5 30	8 56	
91	From Butzbach.			Langgöns	5 35	8 19	12 46	5 55	..	
96	Kr.	Kr.	Kr.	Butzbach	5 54	8 32	1 4	6 15	9 26	
102	28	18	11	Nauheim	6 9	8 46	1 20	6 32	9 40	
104	39	25	16	**Friedberg**	6 24	8 54	1 34	6 48	9 50	
..	..	..	..	Niederwöllstadt	6 36	..	1 45	7 6	10 0	
..	..	..	..	Grosskarben	6 48	..	1 54	7 20	..	
..	..	..	..	Dortelweil	6 56	..	2 0	7 30	..	
116	94	62	39	Vilbel	7 10	..	2 8	7 42	10 18	
119	106	71	44	Bonames (Bad-Homburg)	7 22	9 27	2 16	7 54	10 26	
123	126	84	52	Bockenheim	7 38	..	2 26	8 9	..	
124½	134	89	55	**Frankfort-on-M.** arr.	7 45	9 40	2 30	8 15	10 40	

* Express, 1st and 2nd Class. † Goods Train with Passengers.

50 lbs. Luggage free by Through Trains.

Fares per Express Trains.—Frankfort to Eisenach, 17f. 7k. and 10f. 34 k.; to Gotha, 19f. 6k. and 11f. 51k.; to Erfurt, 20f. 57k. and 13f. 4k.; to Weimar, 22f. 19k. and 13f. 56k.; to Leipzig, 22f. 56k. and 16f. 4k.; to Magdeburg, 32f. 48k. and 20f. 24k.; to Berlin, 38f. 42k. and 23f. 56k.

¶ The German Florin is equal to 60 kreutzers, or 1s. 8½d.; 3 kreutzers are equal to 1d. The Prussian Thaler is equal to 30 silbergroschens, or 3s.; 1 silbergroschen equal to 12 pfennings, or 1½d.

FRANKFORT AND HOMBURG OMNIBUS SERVICE.

From Homburg to Bonames, in connection with the Main-Weser Railway to Frankfort, at 6.25 and 8.40 a.m.; 1.25, 4.15, 6.50 and 9.30 p.m. From Bonames to Homburg, after the arrival of every Train from Frankfort.—During the Summer, well-appointed and fast four-horse Coaches run from Frankfort to Homburg, and *vice versa*, in one hour, starting from the Post Office in either town at each hour; the first at 8.0 morning, and the last at 10.0 p.m. This new conveyance is far better than the *rail* and *omnibus*. The Fare is 36 kreutzers, and the ground is gone over in less time.

KEHL and APPENWEIER.—Grosszherzoglich Badische Eisenbahn. [18-10

M	1 cl.	2 cl.	3 cl.	Stations.	Trains.											
	fl.kr.	fl.kr.	fl.kr.	PARIS (page 52) dep.	9 0 a.m.		*8 0 p.m.		9 0 p.m.		11 15 p.m.					
	24 9	18 12	13 32	STRASBURG (p 53) arr	8 45 p.m.		7 55 a.m.		12 45 p.m.		4 5 p.m.					
					a.m.	a.m.	a.m.	a.m.	p.m.	p. m.	p m	p.m.	p.m.	p.m.	...	...	...	...
—	...	...	...	**Kehl** ‡ .....dep.	6 0	7 45	9 0	10 15	12 45	2 5	3 0	5 40	6 45	7 45	...	...	...	...
2½	0 12	0 9	0 3	Kork.....	6 9	7 54	9 9	10 23	12 54	2 13	3 8	5 49	6 54	7 54	...	...	...	...
4	0 18	0 12	0 6	Legelshurst.....	8 17	8 2	...	...	1 2	...	...	5 57	7 2	8 2	...	...	...	...
7	0 30	0 21	0 12	**Appenweier** .....arr.	6 29	8 14	9 25	10 36	1 14	2 26	3 21	6 9	7 14	8 14	...	...	...	...

* 1st class only from Paris to Strasburg. ‡ From Strasburg to Kehl requires 2 hours.

APPENWEIER to KEHL.

M	1 cl.	2 cl.	3 cl.	Stations.	Trains.											
	fl.kr.	fl.kr.	fl.kr.		a. m.	a. m.	a.m.	a.m.	p.m.	p.m.	p.m.	p. m.	p.m.	p.m.		
—	—	—	—	**Appenweier**.....dep.	6 35	8 20	9 40	10 44	1 20	2 34	3 30	6 20	7 19	8 20	...	...
3½	0 12	0 9	0 6	Legelshurst.....	6 46	8 31	...	...	1 31	2 44	...	6 31	7 30	8 31	...	...
4½	0 21	0 15	0 9	Kork	6 53	8 38	9 55	10 57	1 38	2 51	3 43	6 38	7 37	8 38	...	...
7	0 30	0 29	0 12	**Kehl** .....arr.	7 1	8 46	10 2	11 3	1 46	2 58	3 49	6 45	7 45	8 46	...	...
					11 25 a.m.		1 5 p m.		*5 50 p.m.			8 0 p.m	...	...	...	...
	24 9	18 12	13 32	PARIS (p. 55).....arr.	10 20 p m.		4 15 p m.		5 15 a.m.			11 15 a.m.	...	...	...	...

* 1st class only from Strasburg to Paris. Omnibus Office in Strasburg— No. 1 Kleberplatz.

OFFENBACH, SACHSENHAUSEN AND FRANKFORT. [22-10

¶ Fares. 1st class	2nd class	3rd class	4th class	Stations.	Trains. 1	2	3	4	5	6	7	8	9	10	11	12	13
fl.kr.	fl.kr.	fl.kr.	fl.kr.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m	p.m.	p.m.
—	—	—	—	**Frankfort** .....dep.	6 20	7 55	...	10 25	12 10	...	2 40	...	4 45	...	...	8 40	10 15
0 12	0 9	0 6	...	Sachsenhausen.....	6 30	8 5	9 5	10 35	12 20	1 30	2 50	3 40	5 0	6 30	7 40	8 50	10 25
0 18	0 12	0 9	...	Oberrad	6 35	8 10	9 10	10 40	12 25	1 35	2 55	3 45	5 5	6 35	7 45	8 55	10 30
0 24	0 18	0 12	...	**Offenbach** .....arr.	6 40	8 15	9 15	10 45	12 30	1 40	3 0	3 50	5 10	6 40	7 50	9 0	10 35

¶ Fares 1st class	2nd class	3rd class	4th class	Stations.	Trains. 1	2	3	4	5	6	7	8	9	10	11	12	13
fl.kr	fl.kr	fl.kr	fl.kr.	[NO TUNNELS.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m	p.m.	p.m.	p.m.	p. m.	p.m.
—	—	—	—	**Offenbach**.....dep.	5 40	7 20	8 40	9 40	11 40	1 10	2 5	3 15	4 5	6 0	7 10	8 5	9 20
0 7	0 6	0 3	0 2	Oberrad	5 45	7 25	8 45	9 45	11 45	1 15	2 10	3 20	4 10	6 5	7 15	8 10	9 25
0 15	0 12	0 6	0 4	Sachsenhausen.....	5 50	7 30	8 50	9 50	11 50	1 20	2 15	3 25	4 15	6 10	7 20	8 15	9 30
0 24	0 18	0 12	...	**Frankfort** .....arr.	6 0	7 40		10 0	12 0		2 25		4 25			8 25	9 40

Remarks.—LUGGAGE: every 10 lbs., 1kr.

FRANKFURT, HOCHST AND SODEN.—Sodener Eisenbahn.

¶ Fares. 2nd class	3rd class	Stations.	Trains.
fl. kr.	fl. kr.	[NO TUNNELS.	
—	—	**Frankfurt** dep.	**Ceased running for the winter.**
...	...	Wiesbaden ..	
...	...	Höchst	
0 36	0 24	**Soden** .....arr.	

¶ Fares. 2nd class	3rd class	Stations.	Trains.
fl. kr.	fl. kr.		
—	—	**Soden** .....dep.	**Ceased running for the winter.**
0 18	0 12	Höchst	
1 5	0 54	Wiesbaden arr.	
0 36	0 24	**Frankfurt** arr.	

On Sundays the Trains run as follows:—From FRANKFORT to HOCHST and SODEN at 6.10, 8.10, 8.55, 10,30, and 11.15 a.m., 3.0, 6.10, 7.50, and 9.30 p.m.
From WIESBADEN to HOCHST and SODEN at 5.45, 8.0, and 10.15 a.m., 2.20 and 6.10 p.m.
From SODEN to HOCHST and FRANKFORT at 6.45, 8.5, 9.0, 9.30, and 11.10 a.m., 3.40, 6.50, 8.45, and 10.0 p.m., and to WIESBADEN at 8.5 and 11.10 a.m., 2.40, 6.0, and 8.45 p.m.

Remarks.—LUGGAGE: 40 lbs. are allowed free; every 10 lbs. extra, 6 kr.
¶ The Florin (German) is equal to 60 kreuzers, or 1s. 8½d.; 3 kreuzers equal to 1d.

MANNHEIM to BALE and WALDSHUT.—Grouzherzoglich Badische Staats-Eisenbahn.

¶ Fares.

Dis.	1st class fl. kr.	2nd class fl. kr.	3rd class fl. kr.	STATIONS.	1,2,3 class a.m.	1, 2,3 class a.m.	1,2,3 class a.m.	1, 2,3 class a.m.	1,2,3 class a.m.	1 & 2 Ex, p.m.	1,2,3 class p.m.	1,2,3 class p.m.	1,2,3 class p.m.	2 & 3 class p.m.
—	—	—	—	**Mannheim** ..... dep	...	...	...	5 15	8 25	12 5	...	3 10	7 0	12*15
5½	0 21	0 15	0 9	Friedrichsfeld	...	...	...	5 36	8 43	...	...	3 28	7 18	...
11½	0 48	0 33	0 21	**Heidelberg** ..... arr.	...	...	...	5 56	9 1	12 28	...	3 46	7 36	1 20
				Main-Neckar Railway (p. 91)										
...	3 30	2 30	1 33	FRANKFORT (page 91) dep.	...	...	...	...	6 10	10 18	...	12 40	4-40	8 15
...	0 48	0 33	0 21	HEIDELBERG (page 91) arr.	...	...	...	...	9 0	12 25	...	3 40	7 35	1 30
11½	0 48	0 33	0 21	**Heidelberg** ..... dep.		...	...	6 25	9 15	12 40	...	4 9	7 46	2 0
16½	1 6	0 45	0 30	St. Ilgen		...	...	6 41	9 28	...	...	4 14	8 0	...
20	1 21	0 54	0 36	Wiesloch		...	...	6 58	9 40	...	...	4 26	8 12	...
26½	1 45	1 12	0 45	Langenbrücken		...	...	7 25	9 57	...	...	4 44	8 30	...
32½	2 9	1 27	0 57	**Bruchsal Junction** ... arr		...	...	7 44	10 12	1 16	...	5 0	8 46	3 47
...	...	...	...	„ ..... dep.		...	...	8 0	10 16	1 20	...	5 5	8 51	4 22
36	2 21	1 36	1 3	Untergrombach		...	...	8 15	10 27	...	...	5 16	9 2	...
38	2 30	1 42	1 6	Weingarten		...	...	8 28	10 35	...	...	5 25	9 11	...
43	2 48	1 54	1 15	Durlach		...	...	8 54	10 50	1 42	...	5 41	9 26	...
...	...	...	...	**Wilferdingen** ..... arr		...	...	9 41	...	2 7	...	6 19	...	...
...	...	...	...	„ (Pforzheim) dep		...	...	8 20	...	12 0	...	4 15	...	...
46	3 0	...	1 18	**Carlsruhe** ..... arr		...	a.m.	9 4	10 58	1 49	p.m	5 50	9 35	5 33
...	...	...	...	„ ..... dep.		...	6 0	Stop	11 5	1 56	2 30	6 0	Stop	6 30
50½	3 18	2 15	1 27	Ettlingen		...	6 13		11 18	...	2 55	6 13		...
53½	3 36	2 27	1 36	Malsch		...	6 27		11 32	...	3 15	6 27		...
56	3 48	2 36	1 39	Muggensturm		...	6 36	...	11 41	...	3 30	6 36	...	...
61	4 0	2 42	1 45	Rastatt		...	6 47	...	11 53	2 38	3 52	6 48	...	7 55
66½	4 24	3 0	1 51	Oos Junct. (for Baden) 95 ...		...	7 8	...	12 14	2 44	4 22	7 9	...	8 34
69	4 45	3 15	2 6	**Baden** (95) ..... arr		...	7 18	...	12 24	2 51	4 30	7 19	...	8 43
...	...	...	...	„ ..... dep		...	6 55	...	12 0	2 30	4 5	6 55	...	8 15
69	4 20	3 6	1 57	Sinzheim		...	7 16	...	...	...	4 32	7 17	...	...
70	4 39	3 9	2 3	Steinbach		...	7 25	...	12 28	...	4 45	7 26	...	...
74	4 48	3 18	2 6	Bühl		...	7 34	...	12 38	...	5 4	7 35	...	9 14
75½	4 57	3 24	2 9	Ottersweier		...	7 41	...	...	...	5 13	7 42	...	...
79	5 9	3 30	2 15	Achern		...	7 52	...	12 54	3 7	5 34	7 53	...	9 46
83	5 27	3 42	2 21	Renchen		...	8 4	...	1 6	...	5 55	8 5	...	...
86½	5 42	3 54	2 30	Appenweier Junction (for Kehl)		...	8 19	...	1 20	3 27	6 20	8 20	...	10 35
94	6 18	4 12	2 42	**Kehl** (Strasburg) ..... arr.		...	8 46	...	1 46	3 49	6 45	8 46	...	...
...	...	...	...	„ (page 93) ..... dep.		...	7 45	...	12 45	3 0	5 40	7 45	...	...
89	5 48	3 57	2 33	Windschlag		...	8 28	...	...	...	...	8 30	...	...
92	6 0	4 6	2 39	**Offenburg** ..... arr.		...	8 36	...	1 33	3 36	6 38	8 39	...	11 6
...	...	...	...	„ ..... dep.		...	8 42	...	1 40	3 40	7 5	Stop	...	5† 0
97½	6 21	4 21	2 48	Niedersehopfheim		...	8 59	...	1 57	...	7 23		...	...
100½	6 33	4 30	2 54	Friesenheim		...	9 8	...	...	...	7 32		...	...
103	6 45	4 36	2 57	Dinglingen (Lahr)		...	9 18	...	2 12	4 3	7 52	...	...	5 50
106	6 54	4 45	3 3	Kippenheim	...	...	9 27	...	2 21	...	8 2	...	...	...
111½	7 21	5 0	3 12	Herbolzheim	...	...	9 48	...	...	...	8 26	...	...	...
114	7 27	5 6	3 18	Kenzingen	...	...	9 57	...	2 45	4 24	8 38	...	...	6 45
121½	7 57	5 27	3 30	Emmendingen	...	...	10 25	...	3 12	4 40	9 20	...	...	7 36
125½	8 15	5 39	3 36	Denzlingen	...	...	10 45	...	3 31	...	9 41	...	...	8 7
131	8 36	5 51	3 45	**Freiburg** ..... arr.	...	a. m.	11 5	...	3 50	4 57	10 3	...	...	8 39
...	...	...	...	„ ..... dep.	...	6 30	11 15	...	4 0	5 3	Stop	...	...	9 10
137	8 57	6 6	3 54	Schallstadt	...	6 50	11 20	...	4 16	...		...	...	9 32
140	9 12	6 15	4 0	Krozingen	...	7 4	11 39	...	4 26	...		...	...	9 50
144	9 27	6 27	4 6	Heitersheim	...	7 18	11 49	...	4 36	...	...	...	...	10 9
149½	9 48	6 39	4 18	Müllheim	...	7 41	12 6	...	4 51	5 39	...	...	...	10 40
151	9 54	6 45	4 18	Auggen	...	7 47	...	...	4 57	...	...	...	...	...
153½	10 3	6 51	4 24	Schliengen	...	8 0	12 20	...	5 6	...	...	...	...	11 3
155	10 12	6 57	4 27	Bellingen	...	8 11	...	...	5 18	...	...	...	...	...
157½	10 18	7 0	4 33	Rheinweiler	...	8 24	12 37	...	5 25	...	...	...	...	11 20
159	10 27	7 6	4 36	Kleinkems	...	8 33	...	...	5 33	...	...	...	...	...
163	10 39	7 15	4 39	Efringen	...	8 51	12 57	...	5 47	...	...	...	...	11 57
165	10 48	7 21	4 42	Egeldingen	...	9 2	...	...	5 57	...	...	...	...	...
168	10 54	7 27	4 45	Haltingen	...	9 12	1 11	...	6 3	...	...	...	...	12 22
172	11 9	7 36	4 51	**Bale** ..... arr.	a. m	9 29	1 24	...	6 16	6 34	...	...	...	12 46
...	...	...	...	„ ..... dep.	6 30	10 0	1 35	...		6 45	...	...	...	Stop
174	11 24	7 45	4 57	Grenzach	6 42	10 21	1 48	...		6 55	...	...	...	
178	11 30	7 51	5 0	Wyhlen	6 50	...	1 56	...		...	...	...	...	
180	11 48	8 3	5 9	Bei Rheinfelden	7 3	10 59	2 10	...		7 9	...	...	...	
182	11 57	8 9	5 12	Beuggen	7 11	11 11	2 18	...		7 16	...	...	...	...
187	12 18	8 21	5 21	Brennet	7 26	11 39	2 34	...		7 28	...	...	...	...
190	12 30	8 30	5 27	**Sackingen**	7 37	12 4	2 46	...		7 37	...	...	...	...
194	12 42	8 39	5 33	Murg	7 48	12 24	2 58	...		7 46	...	...	...	...
196	12 57	8 45	5 36	Laufenburg	7 59	12 39	3 9	...		7 53	...	...	...	...
200	13 9	8 57	5 42	Albbruck	8 17	1 14	3 27	...		8 5	...	...	...	...
205	13 27	9 9	5 57	**Waldshut** ..... arr.	8 38	1 44	3 48	...		8 18	...	...	...	...

4 TUNNELS, 898, 430, 1023, and 1224 Baden feet respectively.

TRAINS. (18-19

NOTE.—Between Kehl and Strasburg the Omnibus takes 45 minutes to perform the journey.

* Goods Train with 2nd and 3rd class passengers.
† Next morning.
¶ The Florin (German) is equal to 60 kreuzers or 1s. 8½d.: 3 kreuzers equal to 1d.
Luggage.—All traveller's luggage, with the exception of small objects up to 10 lbs. which can be laid under the carriage seats, is charged according to tariff.
☞ At the overrunning of the Trains, passengers can change into the overrunning Trains.
12,000 feet equal to a Baden mile.

WALDSHUT to BALE and MANNHEIM.—Grosszherzoglich Badische Staats-Eisenbahn.

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	STATIONS. LUCERNE (page 150) STRASBURG (page 59	TRAINS. [18-10 1,2,3 class	1,2,3 class	1 & 2 Ex.	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	2 & 3 class
Dis.	fl.kr.	fl.kr.	fl.kr.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.
—	—	—	—	**Waldshut** ....dep.	...	...	...	8 0	10 40	3 25	6 20	...	...
4½	0 18	0 12	0 9	Albbruck ....dep.	...	...	...	8 17	11 10	3 44	6 39	...	...
9	0 36	0 24	0 15	Laufenburg ....dep.	...	...	...	8 30	11 37	4 0	6 54	...	...
11	0 45	0 30	0 18	Murg ....dep.	...	...	...	8 37	11 50	4 8	7 2	...	...
14½	0 57	0 39	0 24	**Sackingen** ....dep.	...	...	...	8 47	12 16	4 20	7 14	...	...
17½	1 9	0 48	0 30	Brennet ....dep.	...	...	...	8 56	12 37	4 32	7 27	...	...
23	1 30	1 0	0 39	Beuggen ....dep.	...	...	...	9 9	12 57	4 46	7 41	...	...
25½	1 39	1 9	0 42	Bei Rheinfelden ....dep.	...	...	...	9 17	1 18	4 55	7 49	...	...
29½	1 57	1 21	0 51	Wyhlen ....dep.	...	...	...	9 28	1 35	5 7	...	...	...
31½	2 3	1 24	0 54	Grenzach ....dep.	...	...	...	9 34	1 47	5 13	8 6	...	...
35	2 18	1 33	1 0	**Bale** ....arr.	...	...	a.m.	9 44	2 0	5 23	8 16	p.m.	
...	Fro	m B	ale.	,, ...dep.	...	...	7 15	9 50	2 15	5 45	Stop	*2 45	
38½	0 15	0 9	0 6	Haltingen ....dep.	...	...	...	10 7	2 34	6 4		3 15	
39½	0 21	0 15	0 9	Eimeldingen ....dep.	...	...	...	10 12	2 40	6 10		...	
42½	0 30	0 21	0 12	Efringen ....dep.	...	...	7 36	10 20	2 49	6 19	...	3 33	
45½	0 42	0 30	0 18	Kleinkems ....dep.	...	...	...	10 34		6 34	...	...	
47	0 48	0 33	0 21	Rheinweiler ....dep.	...	...	7 55	10 42	3 9	6 43	...	4 0	
49½	0 57	0 39	0 24	Bellingen ....dep.	...	...	...	10 50	...	6 52	...	...	
51½	1 6	0 45	0 30	Schliengen ....dep.	...	...	8 7	10 58	3 23	7 0	...	4 22	
53½	1 15	0 51	0 33	Auggen ....dep.	...	...	...	11 5	...	7 8	...	...	
55	1 21	0 54	0 36	Mullheim ....dep.	...	...	8 18	11 11	3 36	7 14	...	4 46	
61	1 42	1 9	0 45	Heitersheim ....dep.	...	...	8 30	11 24	3 51	7 29	...	5 10	
64	1 57	1 21	0 51	Krozingen ....dep.	...	...	8 39	11 35	4 3	7 41	...	5 30	
68½	2 12	1 30	0 57	Schallstadt ....dep.	...	...	8 48	11 46	4 15	7 53	...	5 50	
74	2 33	1 45	1 6	**Freiburg** ....arr.	...	a.m.	8 59	12 9	4 38	8 18	...	6 20	
...	...	...	...	,, ...dep.	...	6 0	9 6	12 20	4 48	Stop	...	7 0	
79½	2 54	2 0	1 15	Denzlingen ....dep.	...	6 16	...	12 33	5 2		...	7 17	
84	3 12	2 12	1 24	Emmendingen ....dep.	...	6 38	9 25	12 45	5 16		...	7 39	
91	3 42	2 30	1 36	Kenzingen ....dep.	...	7 14	...	1 6	5 39	...	...	8 16	
93½	3 48	2 36	1 39	Herbolzheim ....dep.	...	7 23	...	1 13	5 46	...	...	...	
99	4 12	2 54	1 48	Kippenheim ....dep.	...	7 50	...	1 31	6 5	...	...	...	
101½	4 24	3 0	1 54	Dinglingen (Lahr) ....dep.	...	8 10	10 2	1 40	6 15	...	...	9 2	
104½	4 36	3 9	2 0	Friesenheim ....dep.	...	8 21	...	...	6 25	...	...	...	
107½	4 45	3 15	2 3	Niederschopfheim ....dep.	...	8 31	...	1 54	6 34	...	...	...	
113	5 9	3 30	2 15	**Offenburg** ....arr.	a.m.	8 52	10 25	2 11	6 53	...	...	9 43	
...	...	...	...	,, ...dep.	6 15	9 15	10 29	2 17	7 0	...	...	10 5	
116	5 18	3 39	2 18	Windschlag ....dep.	6 24	...	...	...	7 9	...	...	...	
118½	5 27	3 45	2 21	Appenweier June. (for Kehl) ....dep.	6 36	9 39	10 44	2 33	7 19	...	...	10 35	
125½	5 57	4 6	2 36	**Kehl** (Strasburg) ....arr.	7 1	10 2	11 3	2 58	7 45	...	...	...	
...	...	...	...	,, (p. 93) ....dep.	6 0	9 0	10 15	2 5	6 45	...	...	...	
122	5 42	3 54	2 27	Renchen ....dep.	6 47	9 55	...	2 43	7 30	...	...	...	
126	6 0	4 6	2 36	Achern ....dep.	6 59	10 17	11 2	2 56	7 44	...	...	11 10	
129½	6 12	4 15	2 42	Ottersweier ....dep.	7 9	...	...	...	7 54	...	...	...	
131½	6 21	4 21	2 45	Bühl ....dep.	7 16	10 42	...	3 10	8 3	...	...	11 34	
134	6 30	4 27	2 48	Steinbach ....dep.	7 25	10 56	...	...	8 12	...	...	...	
136	6 39	4 33	2 51	Sinzheim ....dep.	7 32	...	...	3 22	8 19	...	...	...	
138½	6 48	4 39	2 57	Oos Junct. (for Baden) (95) ...	7 45	11 30	11 29	3 33	8 30	...	...	†4 45	
140½	7 9	4 54	3 9	**Baden** ....arr.	7 55	11 39	11 39	3 43	8 43	...	...	...	
...	...	...	...	,, ...dep.	7 30	11 15	11 15	3 20	8 15	...	...	...	
144	7 9	4 54	3 6	Rastatt ....dep.	8 2	11 59	11 43	3 49	8 45	...	...	6 13	
147	7 21	5 3	3 12	Muggensturm ....dep.	8 13	12 17	...	4 0	9 0	...	...	...	
149½	7 30	5 9	3 15	Malsch ....dep.	8 21	12 30	...	4 8	9 8	...	...	...	
154½	7 51	5 24	3 24	Ettlingen ....dep.	8 35	12 55	...	4 22	9 23	...	...	6 6	
156½	8 9	5 33	3 33	**Carlsruhe** ....arr.	8 46	1 8	12 15	4 32	9 35	a.m.	p.m.	6 17	
...	...	...	...	,, ...dep.	8 55	Stop	12 25	4 40	Stop	5 35	6 10	6 55	
...	...	...	...	**Wilferdingen** ....arr.	9 14		2 7	6 18		...	...	7 33	
...	...	...	...	(Pforzheim) ....dep.	8 20		12 0	4 15		...	...	...	
162	8 21	5 42	3 39	Durlach ....dep.	9 6	...	12 34	4 49	...	5 45	6 30	...	
166½	8 39	5 54	3 45	Weingarten ....dep.	9 20	...	...	5 2	...	5 59	6 50	...	
169	8 48	6 0	3 51	Untergrombach ....dep.	9 28	..	...	5 10	...	6 7	7 3	...	
172½	9 0	6 9	3 57	**Bruchsal Junction** ....arr.	9 37	...	12 53	5 19	...	6 16	7 15	7 49	
...	...	...	...	,, ...dep.	9 42	...	1 0	5 24	...	6 19	7 30	8 39	
178	9 24	6 24	4 6	**Langenbücken** ....dep.	9 57	...	...	5 38	...	6 34	7 51	...	
184½	9 48	6 42	4 18	**Wiesloch** ....dep.	10 15	...	...	5 54	...	6 52	8 15	...	
188½	10 3	6 51	4 24	**St. Ilgen** ....dep.	10 25	...	...	6 4	...	7 2	8 28	...	
193½	10 21	7 3	4 33	**Heidelberg** ....arr.	10 39	...	1 38	6 17	...	7 16	8 45	9 50	
...	...	...	...	Main-Neckar Rail. (p. 91).									
...	...	...	...	HEIDELBERG (p 91) ....dep.	11 0	...	2 0	6 35	...	7 25	...	...	
...	...	...	...	FRANKFORT (p. 91) ....arr.	2 0	...	4 10	9 50	...	10 10	...	...	
193½	10 21	7 3	4 33	**Heidelberg** ....dep.	10 55	...	1 50	6 38	...	7 30	9 10	10 20	
199½	10 46	7 21	4 42	Friedrichsfeld ....dep.	11 11	...	...	6 44	...	7 46	9 22	...	
206½	11 9	7 36	4 51	**Mannheim** ....arr.	11 26	...	2 13	6 59	...	8 1	9 47	11 10	

¶ The Florin (German) is equal to 60 kreuzers, or 1s. 8½d.; 3 kreuzers equal to 1d.

* Goods Train with 2nd and 3rd class passengers. † Next morning.

☞ The Main-Neckar Railway Trains correspond with those of the Taunus, Hanau, and Offenbach Railways.

[18-10

BADEN and OOS.—Grosszherzoglich Badische Eisenbahn.

Miles.	Fares. 1st.	2nd.	3rd.	Stations.	Trains. 1	2	3	4	5	6	7	8
Dis.	fl.kr.	fl.kr.	fl.kr.		a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Baden** ....dep.	6 55	7 30	11 15	12 0	2 30	4 5	6 35	8 15
13	0 31	0 18	0 12	**Oos** ....arr.	7 3	7 38	11 23	12 8	2 38	4 13	7 3	8 23

Stations.	Trains. 1	2	3	4	5	6	7	8
BALE (page 75)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Oos ....dep.	7 8	7 45	11 29	12 14	2 44	4 20	7 8	8 53
Baden ....arr.	7 18	7 55	11 39	12 24	2 54	4 30	7 19	9 3

Extra Trains.—From Baden to Oos at 3.20 p.m., and from Oos to Baden at 3.35 p.m.

PARIS, FORBACH, HOMBURG, ZWEIBRUCKEN, NEUSTADT, WEISSENBURG, SPEYER, LUDWIGSHAFEN, AND MAYENCE.—Maximiliansbahn. [6627-34-3.

Dist. Miles	¶ Fares in Silvergroschen & Pfennings. 1st class sg. pf	2nd class sg. pf	3rd class sg. pf	STATIONS.	TRAINS. 1 2 & 3 class	2 1,2,3 class	3 1,2,3 class	4 1 & 2 class	5 1,2,3 class	6 1,2,3 class	7 1 & 2 class	8 1,2,3 class	*9 Gds.	*10 Gds.
Dis.	sg. pf	sg. pf	sg. pf		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m	a.m.
...	...	...	...	**Paris** (page 52) .....dep.	...	...	6 0	8 0	...	9 0	...	7 0	...	...
				Forbach (page 51) .....arr.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
—	—	—	—	**Forbach** .....dep	...	...	10 40	7 37	...	12 17	7 0	5 15	7 0	9 0
4½	8 6	6 0	4 0	**St. Johann-Saarbrucken** arr.	...	...	11 0	7 50	...	12 30	7 25	5 28	7 25	9 26
...	...	...	...	" .....dep	...	...	5 30	8 15	2 0	12 50	8 0	5 48	5 55	9 31
9½	13 3	9 3	6 3	Dudweiler	...	...	5 41	...	2 14	1 0	8 14	...	6 14	9 49
11½	16 0	11 3	7 6	Sulzbach	...	...	5 48	8 29	2 27	1 7	8 27	6 2	6 29	10 4
13½	19 3	13 3	9 0	Friedrichsthal... (Tunnel of)	...	...	5 56	...	2 39	1 15	3 39	6 9	6 43	10 19
19½	27 0	18 9	12 6	**Neunkirchen** (125 Rods.) arr.	...	...	6 10	8 44	3 0	1 26	9 0	6 21	7 5	10 40
...	...	...	...	" .....dep	...	...	6 12	8 46		1 28	9 5	6 23	7 18	11 0
23	32 0	22 4	14 10	Bexbach	...	...	6 34	...	...	1 39	9 20	6 33	7 40	11 22
26½	39 0	25 9	17 5	**Hogsburg**..... arr.	...	...	6 36	9 4	a.m.	1 50	9 50	6 45	8 0	11 42
...	...	...	...	**Homburg** .....dep	...	...	6 52	9 10	11 40	1 57	9 52	6 45	9 52	1 57
...	44 0	30 1	18 0	Einöd...	...	...	7 8	9 24	11 54	2 13	10 8	7 1	10 8	2 13
...	46 7	30 11	20 11	**Zweibrucken** .....arr.	...	...	7 15	9 30	12 0	2 20	40 15	7 8	10 15	2 20
Fr.	Zwei	brac	ken.	**Zweibrucken** ....dep	...	...	6 10	8 40	11 10	1 25	9 10	5 50	5 50	6 10
...	3 6	2 5	1 9	Einöd	...	...	6 18	8 47	11 17	1 33	9 18	5 50	5 58	6 18
...	8 7	5 2	3 6	**Homburg** ..... arr.	...	...	6 33	9 0	11 30	1 48	9 33	6 13	6 13	6 33
							a.m	a.m.	Stop	p.m	Stop	p.m.	p.m.	noon
...	...	...	...	**Homburg** .....dep.	...	...	6 39	9 6		1 52		6 45	8 15	12 0
33½	45 9	30 11	20 0	Bruchmühlbach.....	...	...	6 57	...	...	2 9	...	6 59	8 44	12 29
36	49 2	32 7	21 8	Hauptstuhl	...	...	7 6	...	...	2 18	...	...	8 56	12 41
38½	53 6	35 2	23 5	Landstuhl.....	...	...	7 17	9 30	...	2 29	...	7 13	9 15	1 0
43½	65 6	42 0	27 8	**Kaiserslautern** .....arr.	...	...	7 42	9 48	...	2 53	...	7 32	9 55	1 40
...	...	...	...	" (Tunnel of 1347 metres) dep	...	...	7 52	9 55	...	3 0	...	7 37	†5 15	3 10
55	72 4	46 4	30 3	Hochspeyer. .(Tunnel of 79 metres)	...	...	8 10	...	...	3 17	...	7 51	5 42	3 37
58½	77 6	49 9	32 10	Frankenstein.....(5 Tunnels)	...	...	8 26	...	...	3 32	...	8 2	6 7	4 2
62½	80 11	51 6	33 8	Weidenthal.....(4 Tunnels)	...	...	8 36	...	...	3 42	...	...	6 22	4 17
67	86 0	54 1	36 3	Lambrecht (Tunnel of 321 metres)	...	...	8 51	10 34	...	3 59	...	8 20	6 49	4 44
69½	91 2	57 6	38 0	**Neustadt** .....arr.	...	...	9 8	10 45	...	4 13	...	8 31	7 10	5 5
Fro	m Wi	ssen	burg				a.m.	a.m.		p.m.		p.m.		p.m.
¶	fl.kr.	fl.kr.	fl.kr.	**Weissenburg** .....dep.	...	...	7 10	9 35	...	2 15	...	6 55	...	1 10
7	0 27	0 18	0 12	Schaidt.....	...	...	7 35	9 57	...	2 40	...	7 20	...	1 45
10	0 45	0 27	0 18	Winden	...	...	7 47	...	...	2 51	...	7 31	...	2 8
13	0 57	0 36	0 24	Rohrbach.....	...	...	7 57	...	p m	3 3	...	7 40	...	3 8
22	1 18	0 48	0 33	**Landau**.....	...	...	8 12	10 22	12 25	3 14	...	7 54	...	3 35
28	1 30	0 54	0 36	Knoerringen.....	...	...	8 21	...	12 35	3 24	...	8 4	...	3 50
31	1 39	1 0	0 39	Edesheim...	...	...	8 28	...	12 42	3 31	...	8 10	...	4 0
35	1 45	1 3	0 42	**Edenkoben**	...	...	8 34	10 36	12 48	3 37	...	8 15	...	4 31
39	1 51	1 9	0 45	Maikammer-Kirrweiler	...	...	8 41	...	12 55	3 44	...	8 21	...	4 42
41	2 6	1 15	0 51	**Neustadt** .....arr.	...	a.m.	8 51	10 47	1 5	3 54	...	8 31	...	4 59
Fr	om	Forb	ach											
76	98 0	61 9	40 6	**Neustadt** .....dep	...	5 0	9 15	10 50	1 15	4 20	...	8 35	7 40	5 30
78	100 7	63 6	42 3	Haasloch	...	5 15	9 31	...	1 31	4 36	...	8 50	8 8	5 56
80	104 0	66 0	43 1	Bohl	...	5 22	9 39	...	1 39	4 44	...	8 57	8 18	6 8
¾	...	...	...	Schifferstadt Junction .....arr.	...	5 29	9 47	11 11	1 47	4 52	...	9 5	8 30	6 20
...	...	...	...	Schifferstadt Junction .....dep.	...	6 4	9 48	11 15	1 48	4 55	3 35	9 10	9 48	6 35
85½	110 11	69 6	45 8	**Speyer** .....arr.	...	6 22	10 5	11 30	2 5	5 13	3 53	9 28	10 5	6 55
Fro	m Sp	eyer.	...											
4½	6 11	3 6	2 7	**Speyer** .....dep.	...	5 10	9 8	10 55	1 15	4 30	3 10	8 45	5 10	6 5
				Schifferstadt Junction ..... arr.	...	5 28	9 23	11 10	1 30	4 48	3 28	9 3	5 28	4 30
From	Fo	rbac	h.	Schifferstadt Junction .....dep.	...	5 31	9 49	11 13	1 49	4 54	Stop	9 7	8 40	6 35
84	107 6	67 9	44 10	Mutterstadt	...	5 38	9 57	...	1 57	5 2		9 14	8 52	6 47
86½	113 6	71 2	46 6	**Ludwigshafen** .....arr.	...	5 50	10 10	11 28	2 10	5 15	...	9 27	9 13	7 8
...	...	...	...	" (Mannheim.).....dep	...	5 55	10 20	11 50	3 20	5 40	...	9 40	1 1	Stop
90	117 7	73 6	48 2	Oggersheim.....	...	6 4	10 29	11 59	3 29	5 49	...	9 48	1 22	
93½	121 10	76 1	49 11	Frankenthal	...	6 14	10 40	12 9	3 40	6 0	...	9 57	1 44	
..	126 2	78 8	51 6	Bobenheim	...	6 24	10 51	...	3 51	6 11	...	...	2 2	...
100	130 5	81 3	53 4	**Worms** .....arr.	a.m.	6 32	11 0	12 23	4 0	6 20	...	10 9	2 16	...
...	...	...	...	" .....dep.	5 35	6 34	11 2	12 25	4 3	6 22	...	10 11	2 45	...
105	136 5	84 9	55 11	Osthofen	5 55	6 47	11 16	12 37	4 17	6 36	...	10 22	3 12	...
...	...	...	...	Mettenheim.....	6 5	6 55	11 24	...	4 25	6 44	...	...	3 25	...
...	...	...	...	Alsheim.....	6 13	7 1	11 30	...	4 30	6 50	...	...	3 33	...
111	...	...	...	Guntersblum	6 23	7 8	11 37	...	4 39	6 57	...	...	3 47	...
115½	150 2	93 3	61 1	Oppenheim	6 37	7 20	11 51	1 1	4 52	7 10	...	10 44	5 0	...
117	...	...	...	Nierstein	6 45	7 25	11 56	...	4 57	7 15	...	...	5 7	...
...	...	...	...	Nackenheim	6 57	7 34	12 5	...	5 6	7 24	...	...	5 21	...
123½	157 10	97 6	64 6	Bodenheim	7 7	7 41	12 12	1 15	5 13	7 31	...	10 58	5 34	...
...	...	...	...	Laubenheim	7 15	7 48	12 20	...	5 21	7 38	...	...	5 45	...
128	164 6	101 5	67 1	**Mayence** .....arr.	7 25	7 56	12 30	1 27	5 30	7 47	...	11 10	6 0	...

¶ The Prussian Thaler is equal to 30 Silbergroschen, or 3s. 3d. Silbergroschen is equal to 12 pfennings, or 1¼d. The florin (German) is equal to 60 kreuzers, or 1s. 6½d. : 3 kreuzers equal 1d.

* Goods Trains with 3rd and 4th class passengers. † Next Morning. **Remarks.**—LUGGAGE:—12 lbs. of Luggage are allowed free of charge Direct Tickets are issued and luggage can be onwarded direct from Worms, Frankenthal, Ludwigshafen, Neustadt, Speyer, Kaiserslautern, Homburg, Saarbrucken, and Forbach, to Frankfort, Bleibrich, and Wiesbaden.

MAYENCE, LUDWIGSHAFEN, SPEYER, WEISSENBURG NEUSTADT, ZWEIBRÜCKEN HOMBURG, FORBACH, AND PARIS.—Maximilianebahn.

[6227-24-5.

Eng. Miles.	¶ Fares. 1st class fl.kr.	2nd class fl.kr.	3rd class fl.kr	STATIONS.	TRAINS. 1 2 & 3 class	2 1,2,3 class	3 1 & 2 class	4 1,2,3 class	5 1 & 2 class	6 1,2,3 class	7 1,2,3 class	8 1,2,3 class	*9 Gds.	*10 Gds.
Dia.					a.m.	a.m.	a m.	a.m.	a. m.	p.m.	p.m.	p.m.	a.m.	a.m.
—	—	—	—	**Mayence** .....dep.	4 0	...	7 30	8 55	11 25	1 0	3 50	7 50	...	4 0
...	0 15	0 9	0 6	Laubenheim	4 15	...	...	9 5	...	1 9	3 59	7 59	...	4 15
5½	0 24	0 15	0 9	Bodenheim	4 26	...	7 42	9 12	11 38	1 16	4 6	8 6	...	4 26
...	0 33	0 18	0 12	Nackenheim	4 37	...	...	9 19	...	1 23	4 13	8 13	...	4 37
10½	0 48	0 27	0 18	Nierstein	4 51	...	...	9 28	...	1 32	4 22	8 22	...	4 51
11	0 54	0 30	0 21	Oppenheim	5 2	...	7 56	9 33	11 52	1 37	4 27	8 27	...	5 1
15½	1 15	0 45	0 30	Guntersblum	5 24	...	...	9 46	...	1 49	4 40	8 39	...	5 25
...	1 24	0 48	0 33	Alsheim	5 35	...	...	9 53	...	1 56	4 47	8 46	...	5 35
...	1 33	0 54	0 36	Mettenheim	5 44	...	...	9 59	...	2 2	4 54	8 52	...	5 44
22	1 42	1 0	0 39	Osthofen	6 0	...	8 18	10 7	12 15	2 9	5 2	9 0	...	6 0
27½	2 0	1 12	0 48	**Worms** .....arr.	6 22	...	8 28	10 19	12 25	2 21	5 15	9 13	...	6 22
...	...	...	...	„ .....dep.	6 45	...	8 30	10 21	12 27	2 23	5 17	9 15	...	6 45
...	2 15	1 21	0 54	Bobenheim	7 0	...	...	10 30	...	3 32	5 27	9 24	...	7 0
34½	2 30	1 30	1 0	Frankenthal	7 22	...	8 45	10 41	12 42	2 42	5 38	9 35	...	7 22
38	2 45	1 39	1 6	Oggersheim	7 44	...	8 54	10 52	12 52	2 52	5 49	9 37	...	7 44
41½	3 0	1 48	1 12	**Ludwigshafen** .....arr.	8 0	a m	9 1	11 0	1 0	3 0	5 57	9 55	...	8 0
—	...	...	...	„ (Maunheim.) dep.		5 40	9 10	Stop	1 15	3 10	6 10	10 0	6 0	11 50
44	3 21	2 0	1 21	Mutterstadt	...	5 54	...		...	3 24	6 24	10 15	6 22	12 12
47	3 33	2 9	1 24	Schifferstadt Junction .....arr.	...	6 1	9 25		1 31	3 31	6 31	10 23	6 33	12 23
...	...	...	...	Schifferstadt Junction .....dep	...	6 4	9 48	11 15	1 48	3 35	6 35	10 27	9 48	3 35
...	3 57	2 24	1 33	**Speyer**.....arr.	...	6 22	10 5	11 30	2 5	3 53	6 55	10 45	10 5	3 53
—	...	...	...	**Speyer**..... .....dep.	...	5 10	9 8	10 55	1 15	3 10	6 5	10 0	5 10	...
5	...	...	...	Schifferstadt Junction .....arr.	...	5 28	9 23	11 10	1 30	3 28	6 25	10 18	5 28	...
...	...	...	...	Schifferstadt Junction .....dep.	...	6 3	9 27	...	1 33	3 34	6 34	10 26	6 43	12 30
50	3 45	2 15	1 30	Bohl	...	6 12	...	...	...	3 43	6 43	10 36	6 57	12 44
52	3 54	2 21	1 33	Hasloch	...	6 20	...	...	...	3 50	6 51	10 44	7 10	12 56
60	4 21	2 36	1 42	**Neustadt** .....arr.	...	6 35	9 48	a.m	1 55	4 6	7 7	11 0	7 35	1 20
	Frm	Neus	tadt	**Neustadt** .....dep.	...	6 40	9 52	11 15	2 0	4 15	7 12	Stop	8 0	...
62	0 18	0 12	0 6	Maikammer-Kirrweiler	...	6 52	...	11 27	...	4 26	7 24		8 18	...
66	0 24	0 15	0 9	**Edenkoben**	...	6 59	10 4	11 34	2 13	4 32	7 31	...	8 35	...
70	0 30	0 18	0 12	Edesheim	...	7 5	...	11 40	...	4 37	7 37	...	8 45	...
73	0 39	0 24	0 15	Knörringen	...	7 12	...	11 47	...	4 43	7 44	...	8 50	...
79	0 51	0 30	0 21	**Landau**	...	7 22	10 20	11 55	2 29	4 53	7 57	...	10 25	...
88	1 12	0 42	0 30	Rohrbach	...	7 36	...	Stop	2 41	5 6	8 11	...	10 50	...
91	1 24	0 51	0 36	**Winden**.....	...	7 46	...		2 50	5 15	8 21		11 8	...
94	1 42	1 3	0 42	Schaidt .....a.....	...	7 59	10 44		3 1	5 26	8 34		11 40	...
101	2 6	1 15	0 51	**Weissenburg**.....arr.	...	8 15	10 56	...	3 14	5 40	8 50		12 5	...
	Frm	May	ence	**Neustadt** ... { Tunnel of } ...dep.	...	6 40	9 53	...	2 0	...	7 12		8 0	2 25
62	4 36	2 45	1 51	Lambrecht ... {321 metres}	...	6 56	...	...	2 13	...	7 27		8 24	2 49
66	4 57	2 57	1 57	Weidenthal .....(4 Tunnels)	...	7 13	...	...	...	...	7 44		8 49	3 14
70	5 9	3 6	2 3	Frankenstein.... .....(5 Tunnels)	...	7 23	...	...	2 35	...	7 55		9 6	3 31
73	5 27	3 15	2 9	Hochspeyer .....(Tunnel 79 metres)	...	7 39	...	...	2 48	...	8 10		9 31	3 56
79	5 51	3 30	2 18	**Kaiserslautern**..... .....arr.	...	7 54	10 43	...	3 2	...	8 27		9 55	4 20
	...	...	...	„ (Tunnel 1347 metres) dep.	...	8 4	10 48	...	3 10	...	8 35		11 5	4 50
88	6 30	3 54	2 36	Landstuhl.....	...	8 30	11 7	...	3 32	...	9 0		11 48	5 33
91	6 45	4 3	2 42	Hauptstuhl	...	8 41	...	...	...	...	9 11		12 5	5 50
94	6 57	4 9	2 45	Bruchmühlbach	...	8 50	...	...	3 47	...	9 19		12 19	6 4
101	7 24	4 27	2 57	**Homburg** .....arr.	a.m.	9 7	11 32	p.m.	4 2	...	9 36		12 45	6 30
...	...	...	...	**Homburg**.....dep.	6 52	9 10	11 40	1 57	4 10	6 45	9 52		1 57	6 45
...	...	...	...	Einöd.....	7 8	9 24	11 54	2 13	4 24	7 1	10 8		2 13	7 1
...	...	...	...	**Zweibrucken**..... .....arr.	7 15	9 30	12 0	2 20	4 30	7 8	10 15		2 20	7 8
...	...	...	...	**Zweibrucken** .....dep	6 10	8 40	11 10	1 25	3 40	5 50	9 10		6 10	9 10
...	...	...	...	Einöd.....	6 18	8 47	11 17	1 33	3 47	5 58	9 18		6 18	9 18
...	...	...	...	**Homburg** .....arr.	6 33	9 0	11 30	1 48	4 0	6 13	9 33		6 33	9 33
					a.m.	a.m.	a.m.		p.m.	p. m.	p.m.	...	p.m.	p m.
...	...	...	...	**Homburg**.....dep.	5 20	9 9	11 34	...	4 4	6 17	9 38	...	1 5	5 20
165	7 45	4 39	3 3	Bexbach	5 45	9 22	...	...	4 16	6 43	9 51	...	1 30	5 45
168	8 3	4 52	3 11	**Neunkirchen** .....arr.	6 2	9 32	11 52	p.m.	4 26	7 1	10 1	...	1 47	6 2
...	...	...	...	„ {Tunnel of} dep.	6 30	9 34	11 54	3 25	4 28	7 6	10 3	...	2 5	6 30
114	8 30	5 10	3 24	Friderichsthal... {125 Rods.}	6 58	9 49	...	3 52	4 42	7 32	10 17	...	2 33	6 58
116	8 41	5 16	3 29	Sulzbach	7 13	9 56	12 12	4 3	4 49	7 43	10 24	...	2 48	7 13
118	8 51	5 25	3 33	Dudweiler.....	7 28	10 3	...	4 13	...	7 53	10 31	...	3 3	7 28
123	9 7	5 36	3 41	**St. Johann-Saarbrucken** arr.	7 40	10 11	12 24	4 25	5 1	8 5	10 40	...	3 15	7 40
					a.m.						a.m.			a.m
...	...	...	...	**St. Johann-Saarbrucken** dep.	8 0	10 16	12 28	Stop	5 7	8 10	6 0	...	Stop	8 0
132	9 37	5 57	3 55	**Forbach** (Metz, page 54) .....arr.	8 35	10 30	12 40		5 20	8 25	6 20	...		8 35
							p.m.		a.m.	a.m.	p.m.			
m.	24 42	25 3	...	**Paris**...(page 57).....arr.	...	...	11 0	...	5 15	10 55	10 10	...	...	...

N.B.—The course of the Trains is arranged for the French stations according to Paris mean time; for the German, according to Ludwigshafen mean time. The difference amounts at Weissenburg Station, to 27 minutes, for which the French station time is behind.* Direct Tickets are issued from the Stations Mayence, Ludwigshafen and Saarbrücken to the French Eastern Railway Stations, Metz, Nancy, Châlons-s-M. and Paris; from the Stations of the Hess. Ludwigsbahn: Mayence and Worms to all the Stations of the Maxbahn; from the Stations Oppenheim and Osthofen to Edinkoben, Landau and Weissenburg.

¶ The German Florin is equal to 60 kreutzers, or 1s. 8½d.; 3 kreutzers are equal to 1d.

DUSSELDORF TO ELBERFELD, HAGEN, LETMATHE, DORTMUND, AND SOEST.—Bergisch-Maerkische Eisenbahn.

Eng. Miles	Fares. 1 Cl.	2 Cl.	3 Cl.	4 Cl.	Stations. [NO TUNNELS.	Trains. 1	2	*3	4	5	6	
Dis.	sgr.	sgr.	sgr.	sgr.	AIX LA-CHAPELLE (page 91)	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
—	—	—	—	—	**Dusseldorf**.....dep.	5 40	9 25	12 25	4 15	6 20	10 30	...
3½	4½	3½	2½	1½	Gerresheim	5 50	...	...	4 25	6 30	10 40	...
5½	7½	6	4	2½	Erkrath	5 56	9 39	12 39	4 32	6 37	10 46	...
6	9	7	4½	3	Hochdahl	6 5	9 48	12 48	4 45	6 50	10 55	...
9½	13½	10½	7	4	Haan	6 16	9 58	...	4 55	7 3	11 5	...
12	16½	12½	8½	5	Vohwinkel	6 27	10 8	1 7	5 7	7 16	11 17	...
15½	...	...	...	...	**Elberfeld** (Steinbeck).....arr.	6 45	10 25	1 23	5 23	7 36	11 33	...
16	22½	17	11½	7	,, (Doppersberg).....arr.	...	10 20	1 20	...	7 28	...	...
16½	...	...	...	...	,, (Steinbeck).....dep	6 45	10 25	1 23	5 23	7 36	11 33	...
18½	25½	19½	13	7½	Barmen	6 55	10 34	1 32	5 33	7 48	11 42	...
19½	27	20½	13½	8	Rittershausen	7 3	10 40	1 38	5 40	7 55	11 47	...
21½	30	22½	15	9	Schwelm	7 15	10 50	1 50	5 51	8 6	Stop	...
23½	34½	26	17½	10½	Milspe	7 25	11 0	...	6 1	8 16		...
...	36	27	18	10½	Gevelsberg	7 30	11 5	...	6 6	8 21		...
...	40½	30½	20½	12	Haspe	7 40	11 14	...	6 15	8 30		...
31½	43½	33	22	13	**Hagen**..... arr	7 52	11 26	2 18	6 27	8 42	Fast Train.	...
...	...	...	...	...	**Hagen**.....dep	9 15	...	2 25	6 30	9 0		...
...	...	...	...	...	Limburg	9 50	...	3 0	7 5	9 35		...
...	...	...	...	...	**Letmathe**.....arr	10 0	...	3 10	7 15	9 45		...
35½	48	36	24	13½	Herdecke	8 0	11 34	...	6 35	8 50	*	...
...	49½	37½	25	14	Wetter	8 7	11 42	2 30	6 41	8 56		...
41½	55½	40	28	13½	**Witten**	8 23	11 58	2 46	6 57	9 12		...
...	60	41	30	15	Annen	8 31	...	...	7 5	...	...	...
...	63	42	31½	15½	Barop	8 42	12 15	...	7 16	...	...	...
51½	64	43	32	16	**Dortmund** (page 86.)	9 20	12 27	3 20	7 55	9 40	...	...
...	70	47½	35	18	Hoerde	9 37	Stop	3 35	8 11	Stop	...	...
...	73	50	36½	19	Aplerbeck	9 45		...	8 20		...	...
70½	80½	55½	40½	21	**Unna**	10 9		4 0	8 40		...	...
...	95½	67	48	25½	Werl	10 33	...	4 24	9 2	...	...	...
83½	106	75	53½	28½	**Soest**.....arr.	10 50	...	4 42	9 20	...	...	...

Luggage.—50 lbs. free; every 10 lbs. extra, 1 sgr.
Dortmund to Hamm and Munster, &c., see pages **86** and **99**.

SOEST TO DORTMUND, LETMATHE, HAGEN, ELBERFELD, AND DUSSELDORF.

Eng. Miles	Fares. 1 Cl.	2 Cl.	3 Cl.	4 Cl	Stations.	Trains. 1	*2	3	4.	5	6	
Dis.	sgr.	sgr.	sgr.	sgr.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	
—	—	—	—	—	**Soest**.....dep.	...	...	6 30	10 15	...	6 0	...
...	10½	8	5	3	Werl	...	...	6 49	10 35	...	6 18	...
13	24	18	12	7	**Unna**	...	...	7 15	11 0	...	6 45	...
...	33	25	16½	9½	Aplerbeck	...	...	7 32	11 19	...	7 2	...
...	36	27	18	10½	Hoerde	...	...	7 39	11 25	...	7 10	...
33	42	31	21	12½	**Dortmund** (page 86)	...	5 45	8 0	11 45	4 5	7 45	...
...	47	34½	23½	14	Barop	...	...	8 11	...	4 16	7 56	...
...	49½	37	24	15	Annen	...	...	8 21	...	4 26	8 5	...
43½	61	40	25	15	**Witten**	...	6 12	8 33	12 12	4 36	8 15	...
...	60	44½	27	18	Wetter	...	...	8 46	12 23	4 47	8 29	...
49½	61½	46	30	18½	Herdecke	...	...	8 52	12 29	4 53	8 35	...
...	...	...	...	...	**Letmathe**.....dep.	...	...	7 0	11 40	4 10	7 35	...
...	...	...	...	...	Limburg	...	...	7 13	11 53	4 23	7 48	...
...	...	...	...	...	**Hagen**.....arr.	...	...	7 45	12 25	4 55	8 20	...
63½	66	49	31	19½	**Hagen**.....dep.	...	6 40	9 5	12 40	6 5	8 47	
...	69	51½	33	20½	Haspe	...	...	9 13	12 48	5 13	8 56	
...	79½	55	34½	22	Gevelsberg	...	...	9 26	...	5 24	9 7	
...	75½	56	37	22½	Milspe	...	...	9 33	1 4	5 30	9 13	
69½	79½	59½	37½	23	Schwelm	...	7 12	9 45	1 15	5 40	9 24	
71	82½	61½	40	24½	Rittershausen	5 35	7 22	9 55	1 25	5 50	9 34	
72½	84	62½	41½	25	Barmen	5 40	7 28	10 3	1 32	5 58	9 46	
74	...	...	...	...	**Elberfeld** (Steinbeck) p. 84 arr.	5 50	7 40	10 20	1 45	6 10	9 50	
73	87	65	42	25½	,, (Doppersberg) ....dep.	...	7 34	10 10	1 40	6 10	...	
75½	...	...	...	...	,, (Steinbeck).....dep.	5 50	7 40	10 20	1 45	6 10	9 50	...
77½	92	70	43½	26	Vohwinkel	6 5	7 53	10 34	2 0	6 24	10 5	...
80½	96	70½	46½	26½	Haan	6 17	...	10 43	...	6 33	10 18	...
77	100½	71½	48	27	Hochdahl	6 28	8 10	10 52	2 19	6 47	10 27	...
84½	102	72½	50½	27½	Erkrath	6 36	8 18	11 0	2 28	7 0	10 35	...
87½	105	73½	51	28	Gerresheim	6 41	...	11 6	2 34	7 6	10 40	...
89	106	75	53½	28½	**Dusseldorf**.....arr.	6 50	8 30	11 15	2 42	7 15	10 50	...

Dusseldorf to Cologne, Aix-la-Chapelle &c., see pages **87** and **97**.
Dortmund to Minden and Hanover, see pages **86** and **102**.
REMARKS.—Four-wheeled carriage, 1½ Prussian dollars.

SAARBRUCK, SARLOUIS, and MERZIG.

Eng. Miles	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	
Dis.					a.m.	a.m.	p.m.	p.m.	
—	—	—	—	**Saarbruck** (page 94).....dep.	5 30	8 20	1 0	6 0	
13	—	—	—	Sarlouis	6 52	9 8	2 12	6 49	
19½	...	...	...	**Merzig**.....arr.	7 20	9 40	2 50	7 20	
—	—	—	—	**Merzig**.....dep.	6 20	10 0	3 30	5 56	
6	—	—	—	Saarlouis	6 49	10 47	3 49	6 47	
19½	...	...	...	**Saarbruck**.....arr.	7 40	11 20	4 40	7 50	

WARBURG, SOEST and RHEINE.—Westphalische Eisenbahn. [0915

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	4 cl.	Stations. [NO TUNNELS.	Trains. *1	*2	3	*4	5	6	7
Dis.	Sgr.	Sgr.	Sgr.	Sgr.	HALLE (page 117) EISENACH (page 120)	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	—	**Warburg** .....dep.	...	...	7 18	...	2 50	5 0	...
7	10	7	5	2	Bonenburg.....	...	...	7 36	...	3 8	5 35	...
11½	16	11	8	4	Willebadessen	...	...	7 50	...	3 22	6 3	...
21	29	20	14	7	Buke	...	...	8 11	...	3 44	7 17	...
33½	47	33	22	11	**Paderborn**	...	...	8 50	10 40	4 25	8 30	...
42	59	41	27	14	Salzkotten	...	...	9 8	11 23	4 44	8 57	...
46½	65	45	30	15	Gesecke	...	...	9 19	12 4	4 56	9 24	...
53½	75	52	35	17	**Lippstadt**	...	...	9 38	12 50	5 19	10 6	...
58½	81	56	38	19	Benningenhausen	...	...	9 49	1 10	5 30	10 25	...
64	89	62	41	21	Sassendorf.....	...	...	10 2	1 34	5 43	10 48	...
66½	93	64	43	22	**Soest** (page 98)	...	...	10 25	2 20	5 55	11 0	...
73½	102	71	47	24	Welver.....	a.m.	...	10 41	2 47	6 13		p.m.
81½	113	79	53	26	**Hamm** (page 86)	5 55	...	11 10	3 50	7 0	...	9 25
90½	127	88	59	29	Drensteinfurt.....	6 38	...	11 31	4 27	7 38	...	9 53
...	...	...	...	...	Rinkerode	...	a.m.	...	..	...	...	10 5
102½	143	99	66	33	**Munster**	7 14	7 22	12 5	5 30	8 20	...	10 30
111½	156	108	73	36	Greven.....		8 0	12 28	6 13		...	
118½	166	115	77	38	Emsdetten	Stop	8 29	12 45	6 48	...	...	...
...	...	...	...	...	Mesum.....		8 45	...	7 1	...	...	...
127	177	123	82	41	**Rheine** .....arr.	...	9 0	1 5	7 15	...	...	...

Remarks.—LUGGAGE.—50 lbs. free; every 10 lbs. extra, 2 Pfennings; 4-wheel Carriage, 6 Prussian Dols.; 2 wheel Carriage, 4 Prussian Dols.

* Goods Trains with Passengers

RHEINE, SOEST and WARBURG.

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl	4 cl.	Stations.	Trains. *1	2	*3	4	5	6	*7
Dis.	Sgr.	Sgr.	Sgr.	Sgr.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m
—	—	—	—	—	**Rheine**.....dep.	...	...	6 55	1 50	...	...	9 0
...	...	...	...	...	Mesum.....	...	...	7 12	...	...	...	9 19
8	11	8	5	3	Emsdetten	...	...	7 30	2 11	...	...	9 43
15	21	15	10	5	Greven.....	...	...	7 54	2 28	...	...	10 13
24½	34	24	16	8	**Munster**	6 0	...	8 10	2 55	12 25	6 45	10 51
...	...	...	...	...	Rinkerode	...	...	...	...	12 51	...	
36	50	35	23	12	Drensteinfurt.....	6 10	...	9 17	3 23	1 3	7 32	...
46½	65	45	30	15	**Hamm** (page 86).....	7 30	10 15	9 45	3 55	1 30	8 4	...
53½	75	52	35	17	Welver.....	8 0	10 40		4 14			a.m
60½	85	59	39	20	**Soest** (page 98)	8 45	11 5	3*55	4 48	...	...	3 55
63	88	61	41	21	Sassendorf.....	8 57	11 14	4 8	4 56	...	...	4 8
68½	96	66	44	22	Benningenhausen	9 19	11 30	4 31	5 9	...	...	4 31
73½	102	71	47	24	**Lippstadt**	10 0	11 46	5 10	5 22	...	...	5 10
80½	112	78	52	26	Gesecke	10 36	12 5	5 50	5 39	...	...	5 50
86	119	82	55	27	Salzkotten	11 8	12 18	6 17	5 50	...	...	6 7
93½	130	90	60	30	**Paderborn**	11 35	12 55	6 55	6 13	...	...	6 55
106	148	102	68	34	Buke		1 29	8 10	6 44	...	...	8 10
115½	161	111	74	37	Willebadessen	...	1 52	8 51	7 5	...	...	8 51
120	167	116	77	39	Bonenburg.....	...	2 7	9 30	7 18	...	...	9 30
127	177	123	82	41	**Warburg** (page 120) .....arr.	...	2 25	10 0	7 35	...	...	10 0

STEELE and VOHWINKEL.—Prinz-Wilhelm-Eisenbahn. [24-5

Eng. Mls.	¶ Fares. 1 cl.	2 cl	3 cl.	Stations. [NO TUNNELS.	Trains 1	2	3					
Dis.	Sgr.	Sgr.	Sgr.		a. m.	a.m	p.m.					
—	—	—	—	**Steele** .....dep.	7 25	10 55	4 10	...	...	...	...	...
4½	4½	3½	2½	Kupferdreh	7 45	11 18	4 33	...	...	...	...	...
6½	9	7	4½	Nierenhof	8 3	11 35	4 50	...	...	...	...	...
9½	10½	8	5½	Langenborg	8 17	11 50	5 4	...	...	...	...	...
11½	15	11½	7½	Neviges	8 33	12 7	5 21	...	...	...	...	...
13½	18	13½	9	Kopfstation	8 51	12 24	5 39	...	...	...	...	...
17	22½	17	11½	Aprath.....	9 10	12 42	5 57	...	...	...	...	...
18½	24	18	12	Dornap	9 18	12 49	6 4	...	...	...	...	...
20½	27	20½	13½	**Vohwinkel** (1).....arr.	9 25	12 55	6 10	...	...	...	...	...

(1) For Trains from VOHWINKEL, to ELBERFEL and DUSSELDORF, see page 98

VOHWINKEL and STEELE.

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations. ELBERFELD (page 98) DUSSELDORF (page 98)	Trains. 1	2	3					
Dis.	Sgr.	Sgr.	Sgr.		a.m.	p.m.	p.m.					
—	—	—	—	**Vohwinkel** (1) .....dep.	8 0	2 10	7 25	...	...	...	...	...
2½	4	3	2	Dornap	8 9	2 19	7 34	...	...	...	...	...
3½	4½	3½	2½	Aprath.....	8 18	2 28	7 43	...	...	...	...	...
7½	9	7	4½	Kopfstation	8 44	2 54	8 9	...	...	...	...	...
9½	12	9	6	Neviges	8 53	3 2	8 18	...	...	...	...	...
11½	16½	12½	8½	Langenborg	9 12	3 15	8 37	...	...	...	...	...
14	18	13½	9	Nierenhof	9 21	3 27	8 44	...	...	...	...	...
16½	22½	17	11½	Kupferdreh	9 36	3 42	8 59	...	...	...	...	...
20½	27	20½	13½	**Steele**.....arr.	9 54	4 0	9 15	...	...	...	...	...

REMARKS.—50 lbs. of Luggage allowed free of charge.

¶ The Prussian Thaler is equal to 30 silbergroschen or 3 shillings; 1 silbergroschen equal to 12 pfennings or 1d.

HANOVER TO LEHRTE, HILDESHEIM, NORDSTEMMEN, UELZEN, AND HARBURG. [18-10.

Eng. Mls.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	Stations. [NO TUNNELS.	Trains. 1	2	3	4	5	*6	7
Dis.	Gr.	Gr.	Gr.	Brunswick [page 103].	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
—	—	—	—	**Hanover** .....dep.	4 10	5 30	8 45	2 23	4 35	6 0	..
5½	..	..	..	Misburg	..	..	8 50	..	..	6 10	..
10	12½	10	6	**Lehrte Junc.** ..arr.	4 30	5 55	9 15	2 40	4 55	6 35	..
—	..	..	..	**Lehrte Junc.** dep.	..	5 55	9 15	2 40	..	6 35	
4	..	..	..	Sehnde	..	6 5	9 30	..	..	6 45	
8	..	..	..	Algermissen	..	6 15	10 0	3 0	..	7 5	
12	..	..	..	Harsum	..	6 25	10 15	..	..	7 20	
16	20	15	10	**Hildesheim** ..arr.	..	6 40	10 40	3 15	..	7 40	
..	..	..	..	,, dep.	..	6 45	12 15	3 20	..	8 55	
23	30	22½	15	**Nordstemmen** ar	..	7 10	12 45	3 40	..	9 30	
10	12½	10	6	**Lehrte Junc.**..dep.	4 30	Stop	9 15	Stop	4 55	6 40	
15	17½	14	9	Burgdorf	4 40		9 30		5 5	7 5	
21	..	..	..	Ehlershausen	..	..	9 40	..	..	7 25	
28	30	22½	15	Celle.....	5 10	..	10 5	..	5 35	8 0	
38½	..	..	..	Eschede	5 40	..	10 30	..	..	8 45	
45½	..	..	..	Unterluss	5 55	..	10 50	..	..	9 25	
53½	..	..	..	Suderburg	6 10	..	11 10	..	..	9 50	
60½	72½	54	36	**Uelzen** .....arrival	6 30	..	11 25	..	6 45	10 20	
..	..	..	..	,, ... departure	6 35	..	11 30	..	6 50	Stop	
68½	..	..	..	Bevensen	6 50	..	11 45	..	7 10		
74½	..	..	..	Bienenbuttel	7 5	..	12 0	..	7 25		
82½	102½	77	59	Lüneburg	7 25	..	12 25	..	7 45	..	
86½	..	..	..	Bardowieck.....	7 35	..	..	..	7 55	..	
94½	..	..	..	Winsen	7 55	..	12 50	..	8 15	..	
99	..	..	..	Stelle	8 5	..	..	..	8 20	..	
107½	120	90	60	**Harburg** ....arrival	8 30	..	1 25	..	8 45	..	

* Goods Train with Passengers.

Eng. Mls.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. *1	2	3	4	5	6	7
Dis.	Gr.	Gr.	Gr.		a.m.	a.m.	p.m	p.m.	p.m.	p.m.	
—	—	—	—	**Harburg** ..departure	..	7 55	..	12 50	..	7 0	..
7½	..	..	..	Stelle	..	8 5	..	..	..	7 10	..
12½	..	..	..	Winsen	..	8 15	..	1 15	..	7 20	..
21	..	..	..	Bardowieck	..	8 35	..	..	..	7 35	..
24½	32	24	16	Lüneburg	..	8 50	..	1 45	..	7 50	..
32½	..	..	..	Bienenbuttel	..	9 10	..	2 5	..	8 10	..
38½	..	..	..	Bevensen.....	..	9 25	..	2 20	..	8 25	..
45½	60	45	30	**Uelzen** .....arrival	..	9 45	..	2 40	..	8 45	..
..	..	..	..	,, ... departure	4 50	9 50	..	2 45	..	8 50	..
53½	..	..	..	Suderburg	5 10	..	..	3 0	..	9 5	..
61½	..	..	..	Unterluss	5 55	..	..	3 20	..	9 25	..
67½	..	..	..	Eschede	6 25	..	..	3 40	..	9 40	..
79½	90	67½	45	Celle	7 20	10 55	..	4 10	..	10 10	..
86½	..	..	..	Ehlershausen.....	7 45	..	..	4 30	..	..	..
90½	105	79	52½	Burgdorf	8 10	11 20	..	4 45	..	10 35	..
96½	111	83	55	**Lehrte Junc.** ..arr.	8 55	11 40	p.m.	5 5	p.m.	10 50	..
—	..	..	..	**Nordstemmen**..	7 15	..	12 55	..	3 50	..	..
..	..	..	..	**Hildesheim** ..arr.	7 40	..	1 10	..	4 15	..	..
7	..	..	..	,, dep.	7 50	..	1 15	..	4 35	9 55	..
11	..	..	..	Harsum	8 0	..	..	..	4 45	10 5	..
15	..	..	..	Algermissen	8 10	..	1 25	..	5 10	10 15	..
19	..	..	..	Sehnde	8 20	..	..	..	5 30	10 25	..
23	..	..	..	**Lehrte Junc.** arr.	8 55	..	2 5	..	6 0	10 50	..
..	..	..	..	**Lehrte Junc** ..dep.	8 55	11 40	2 5	5 5	6 0	10 50	..
101½	..	..	..	Misburg	9 5	..	..	..	6 15	..	..
107½	120	90	60	**Hanover** .....arr.	9 25	12 5	2 30	5 35	6 35	11 20	..

* Goods Train with Passengers.

Remarks.—Luggage: 50 lbs. free; every 10 lbs. extra, 4 gr. 2 pf. Four-wheeled Carriage, 20 Prussian dollars 15 gr.; two-wheeled Carriage, 20 Prussian dollars 20 ggr.

Fares per Quick and Courier Trains. (*Courier Trains with 1 and 2 Class only*).—From Hanover to Deuz, 10 rthr. 22 sgr., 7 rthr. 6 sgr., and 5 rthr. 12 sgr.; Harburg to Deuz, 15 rthr. 2½ sgr., 10 rthr. 2½ sgr., and 7 rthr. 7½ sgr.; Bremen to Deuz, 12 rthr. 12½ sgr., 8 rthr. 7½ sgr., and 6 rthr.; Brunswick to Deuz, 13 rthr., 8 rthr. 20 sgr., and 6 rthr. 15 sgr.

¶ The German thaler is equal to 30 groschen, or 3s.; 1 groschen equal to 10 pfennings or 1 1-5th penny.

HANOVER, GOTTINGEN, AND CASSEL. [18-10.

Miles Eng.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	STATIONS.	Trains. 1	2	*3	4	5
Dis.	Gr.	Gr.	Gr		a.m.	p.m.	p.m.	p.m.	a.m.
—	—	—	—	**Hanover** ..dep.	6 20	12 23	1 55	4 50	12 20
4½	..	..	..	Wülfel	..	...	...	4 55	...
7	10	7½	5	Rethen	6 30	...	2 15	5 0	...
11½	15	11	7½	Sarstedt	6 40	...	2 35	5 10	...
16	22	16	11	**Nordste'men J**	7 0	12 50	3 35	5 30	12 50
20½	27½	20	14	Elze	7 10	1 0	4 10	5 40	...
24½	34	24	16	Banteln	7 20	...	4 30	5 50	...
31	40	30	20	**Alfeld**	7 40	1 25	5 10	6 10	1 25
37	..	..	..	Freden	7 50	...	5 40	6 20	...
43	56	42	27	Kreiensen J. p. 104	8 15	2 5	6 10	6 40	2 5
48	62	47	31	Salzderhelden (1) ..	8 25	2 20	Stop	6 55	...
55	72½	54	36	**Nordheim**	8 45	2 35		7 15	2 35
61	79	60	40	Nörten	9 0	...		7 30	...
...	..	..	..	Bovenden	9 5	...	...	7 40	...
68	87½	66	44	**Gottingen**..arr.	9 20	3 0	...	7 50	3 5
...	...	...	...	,, dep.	9 25	3 5	...	7 55	3 10
...	...	...	...	Dransfeld {T. 1104	9 50	...	...	8 20	...
87	115	86	57½	Munden { feet.	10 20	3 55	...	8 55	4 0
104	135	101	67½	**Cassel** .....arr.	11 5	4 35	...	9 45	4 45

Miles Eng.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	STATIONS.	Trains. *1	2	3	4	5
Dis.	Gr.	Gr.	Gr.	FRANKFORT (p. 92)	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Cassel** ..... ep.	..	8 30	12 15	5 45	10 25
16	20	15	9	Munden {T. 1104	..	9 0	12 40	6 15	10 50
..	..	..	..	Dransfeld { feet.	..	9 35	...	6 45	...
36	47	35	22½	**Gottingen**..arr.	..	10 5	1 35	7 15	11 40
..	..	..	..	,, dep.	4 0	10 10	1 40	7 20	11 45
..	..	..	..	Bovenden	..	10 15	...	7 25	...
43	..	..	..	Nörten	4 10	10 25	...	7 35	...
48	63	47½	32	**Nordheim**	4 30	10 40	2 0	7 50	12 10
55	72½	55	36	Salzderhelden (1) ..	4 50	10 55	2 15	8 5	...
60	80	60	40	Kreiensen J. p. 104	5 15	11 25	2 40	8 25	12 50
66	..	..	..	Freden	5 35	11 40	...	8 40	...
72	95	71	47½	**Alfeld**	5 50	11 55	3 5	8 50	1 20
78	..	..	..	Banteln	6 10	12 10	...	9 5	...
82	108	81	54	Elze	6 40	12 25	3 25	9 15	...
87	115	85	57	**Nordste'men J**	7 10	12 45	3 40	9 30	1 55
92	..	..	..	Sarstedt	7 30	12 55	...	9 40	...
96	..	..	..	Rethen	7 45	1 5	...	9 50	...
99	..	..	..	Wülfel	7 55	..	...	...	...
104	135	101	67½	**Hanover**....arr.	8 20	1 30	4 20	10 15	2 35

* Goods Trains with 2nd and 3rd Class Passengers. **Extra Train** from Gottingen to Cassel at 5 a.m.

(1) Salzderhelden is the Station for Elubeck, from which it is distant half an hour's ride per Omnibus, or about four miles.

HANOVER AND BREMEN. [18-10.

Miles Eng.	¶ Fares. 1 Cl.	2 Cl.	3 C.	STATIONS.	Trains. 1	2	3	4	5	6
Dis.	gr.	gr.	gr.	[NO TUNNELS.	a.m.	p.m.	p.m.			
—	—	—	—	**Hanover**....dep.	6 55	2 50	6 45	..	..	..
7	..	..	..	Seelze	7 10	3 0	..	..	..	..
13½	17½	13	9	Wunstorf	7 40	3 20	7 15	..	..	..
19	21	16	10	Neustadt	7 55	3 35	7 30	..	..	..
25	..	..	..	Hagen	8 5	..	7 45	..	..	..
28½	..	..	..	Linsburg	8 15	..	7 55	..	..	..
34½	40	29	20	Nienburg	8 30	4 10	8 10	..	..	..
38½	..	..	..	Rohrsen	8 40	..	8 20	..	..	..
44	..	..	..	Eistrup	8 50	4 30	8 35	..	..	..
48	..	..	..	Dörverden	9 0	..	8 45	..	..	..
54½	62½	47½	32	Verden	9 15	4 50	9 0	..	..	..
58	..	..	..	Langwedel	9 25	..	9 10	..	..	..
65	..	..	..	Achim	9 45	5 15	9 25	..	..	..
72	..	..	..	Sebaldsbrück	10 0	5 30	9 45	..	..	..
76½	90	67½	45	**Bremen** ..arrival	10 15	5 50	10 0	..	..	..

Miles Eng.	¶ Fares. 1 CL	2 CL.	3 CL.	STATIONS.	Trains. 1	2	3	4	5	6
Dis.	gr.	gr.	gr.		a.m.	a.m.	p.m.			
—	—	—	—	**Bremen** ....dep.	5 0	10 40	7 10	..	..	..
4	..	..	..	Sebaldsbrück	5 5	10 45	7 15	..	..	..
11	..	..	..	Achim	5 20	11 0	7 30	..	..	..
18	..	..	..	Langwedel	5 35	..	7 50	..	..	..
22	30	22½	15	Verden	5 50	11 30	8 5	..	..	..
28	..	..	..	Dörverden	6 5	..	8 15	..	..	..
32	..	..	..	Eistrup	6 15	11 50	8 30	..	..	..
38	..	..	..	Rohrsen	6 30	..	8 45	..	..	..
41	55	41	27½	Nienburg	6 40	12 15	9 0	..	..	..
48	..	..	..	Linsburg	6 55	..	9 10	..	..	..
51	..	..	..	Hagen	7 5	..	9 25	..	..	..
57	74	56	37½	Neustadt	7 20	12 45	9 40	..	..	..
63	78	59	39	Wunstorf Junc. (p. 90)	7 40	1 10	10 0	..	..	..
69	..	..	..	Seelze	8 0	..	..	..	..	..
76	90	67½	45	**Hanover** ....arr.	8 25	1 45	10 40	..	..	..

¶ The German Thaler is equal to 30 groschen, or 2s.; 1 groschen equal to 10 pfennings, or 1 1-5th penny.

HANOVER to MINDEN, OSNABRUCK, and EMDEN. [18-10.

Engl. Miles	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations. [NO TUNNELS.	Trains. *1	*2	3	4	*5	6	*7	8	9
				MAGDEBURG (105).									
				BRUNSWICK (page 103).									
Dis.	Gr.	Gr.	Gr.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
—	—	—	—	**Hanover** .....dep.	...	...	1 20	6 55	10 10	2 45	2 50	10 25	...
7	..	..	..	Seelze	...	...	..	7 5	10 25	..	3 0	..	...
13	17½	13	9	Wunstorf	...	...	1 45	7 40	11 0	3 10	3 20	10 55	...
17½	23	17½	12	Haste	...	...	..	8 0	11 15	...	3 45	11 5	...
22½	..	..	..	Lindhorst	...	...	..	8 15	11 30	...	4 5	11 15	...
26½	35	26	17½	Stadthagen	...	...	..	8 35	11 50	...	4 30	11 30	...
30	..	..	..	Kirchhorsten	...	...	..	8 45	12 5	...	4 50	11 40	...
35	45	34	22½	Buckeburg	...	...	2 25	9 5	12 20	3 55	5 15	11 55	...
40½	52	39	26	**Minden** .....arr.	...	...	2 37	9 30	12 45	4 10	5 45	12 15	...
..	..	..	..	,, ...dep.	...	...	*4 30	9 45	Stop	4 30	Stop	Stop	...
43	..	..	..	Porta	...	...	4 35	9 50		4 35			
49½	..	..	..	Rehme	...	...	5 15	10 5		4 45			
54½	..	..	..	**Lohne**	...	...	5 45	10 30	...	5 0	...	...	
56½	..	..	..	Kirchlengern	...	...	6 0	...	...	5 5	...	...	
59½	..	..	..	Bunde	...	...	6 30	10 40	...	5 15	...	...	
65	..	..	..	Bruchmühlen	...	...	6 50	...	...	5 25	...	...	
70	..	..	..	Melle	..	...	7 25	11 5	...	5 40	...	...	
77	..	..	..	Wissingen	...	...	7 55	11 20	...	5 55	...	...	
82½	..	..	..	**Osnabruck** .....arr.	...	a m.	8 30	11 40	...	6 15	...	...	
..	..	..	..	,, ...dep.	...	5 0	Stop	11 45	...	6 25	...	...	
93	..	..	..	Velpe	...	5 20		12 5	...	7 0	...	...	
99	..	..	..	Ibbenbühren	...	5 55		12 30	...	7 40	...	...	
102½	..	..	..	Hörstel	...	6 15	...	12 45	...	8 5	...	...	
113	..	..	..	**Rheine Junc.**	...	7 0	...	1 30	...	8 50	...	...	
117½	..	..	..	Salzbergen	...	7 25	...	1 45	...	9 10	...	...	
123	..	..	..	Leschede	...	7 50	...	2 0	...	9 35	...	...	
131½	..	..	..	**Lingen** .....arr.	a m.	8 30	...	2 30	...	10 15	...	...	
..	..	..	..	,, ...dep.	5 50	Stop	...	2 35	...	Stop	...	...	
144½	..	..	..	Meppen	6 25		...	3 5	...		...	...	
151½	..	..	..	Kellerberg	6 50		...	3 25	...		...	...	
157	..	..	..	**Lathen**	7 10	...	...	3 40	...	...	...	...	
162	..	..	..	Cluse-Dorpen	7 30	...	...	3 55	...	...	...	...	
170	..	..	..	Aschendorf	8 0	...	...	4 15	...	...	...	...	
173½	..	..	..	**Papenburg**	8 25	...	...	4 35	...	...	...	...	
179½	..	..	..	Ihrhove	8 45	...	...	4 50	...	...	...	...	
181½	..	..	..	**Leer**	9 20	...	...	5 10	...	...	...	...	
190	..	..	..	Neermoor	9 40	...	...	5 25	...	...	...	...	
194½	..	..	..	Oldersum	9 55	...	...	5 40	...	...	...	...	
200½	..	..	..	**Emden** .....arr.	10 20	...	...	6 0	...	...	...	...	

* Goods Trains with Passengers.

Remarks.—LUGGAGE: 50 lbs. free; every 10 lbs. extra, 5 sgr. Four-wheeled carriage, 25½ rus doll.; two-wheeled carriage, 19 Prus. dol.

HANOVER AND BRUNSWICK.—Herzoglich Braunschweigsche Eisenbahn. [18-10

Engl. Miles	¶ Fares. 1st Cls.	2nd Cls.	3rd Cls.	STATIONS. [NO TUNNELS.	Trains. *1	2	‡3	4	†5	‡6	7	8	9
				COLOGNE (page 86).									
				MINDEN (page 103).									
Dis.	Gr.	Gr	Gr.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.			
—	—	—	—	**Hanover** .....dep.	12 28	5 30	9 10	11 0	2 23	6 0	...	...	...
5	..	..	..	Misburg	..	..	..	..	..	6 10	...	...	...
9½	12½	10	6	Lehrte Junction	12 50	5 55	9 40	11 40	2 50	6 35	...	...	...
16	..	..	..	Hämelor Wald	..	..	10 0	..	..	6 45	...	...	...
22	29	22	14	Peine	..	6 25	10 20	12 20	3 20	7 5	...	...	...
29	37½	27½	17½	Vechelde	..	6 40	10 45	12 45	..	7 25	...	...	...
37½	50	37½	25	**Brunswick**..... .....arr.	1 45	7 10	11 15	1 15	3 56	7 50	...	...	...

* Courier Train, 1st & 2nd cl. † Quick Train. ‡ Stops on Wednesdays, Saturdays, and Sundays, at Gr. Gleidingen.

¶ The German thaler is equal to 30 groschen, or 3s.; 1 groschen equal to 10 pfennings, or 1 1-5th penny.

EMDEN to OSNABRUCK, MINDEN and HANOVER. [18-10.

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations. [NO TUNNELS.	Trains.								
					|	†2	*3	4	‡5	‡6	*7	8	9
Dis.	Gr.	Gr.	Gr.	COLOGNE (page 86).	a.m.	a.m.	p.m.	a.m.	p.m	p.m.	p.m.		
—	—	—	—	**Emden** ..... dep.	...	...	...	8 10	2 15	...	3 0	...	...
5¾	8	6	4	Oldersum	...	...	...	8 20	...	...	3 10	...	...
11½	..	..	..	Neermoor	...	...	...	8 35	...	...	3 30	...	...
16	27	16	10	**Leer**	...	...	...	9 5	2 45	...	4 5	...	...
21	..	..	..	Ihrhove	...	...	...	9 15	...	...	4 20		
26¾	35	26	17½	**Papenburg**	...	...	...	9 40	3 10	...	4 50		
30	..	..	..	Aschendorf	...	...	...	9 55	...	...	5 5		
38½	..	..	..	Cluse-Dorpen	...	...	...	10 20	...	...	5 30		
43	..	..	..	**Lathen**	...	...	...	10 40	3 50	...	5 55		
49	..	..	..	Kellerberg	...	...	...	10 55	..	...	6 15		
56	72½	54	36	Meppen	...	...	...	11 20	4 15	...	6 45		
67	88	66	44	**Lingen**	...	a.m.	...	12 0	4 45	...	7 35		
..	..	..	..	,, ...	...	5 10	...	12 5	4 50	...	7 40		
77	..	..	..	Leschede	...	5 35	...	12 30	5 5	...	8 0		
82½	..	..	..	Salzbergen	...	6 0	...	12 45	5 20	...	8 20		
87½	113	85	57	**Rheine Junc.**	...	6 35	...	1 20	5 40	...	9 50		
95	..	..	..	Hörstel	...	7 10	...	1 40	5 55	...	9 15		
101½	..	..	..	Ibbenbühren	...	7 45	...	2 0	6 15	...	9 35		
107½	..	..	..	Velpe	...	8 10	...	2 15	6 35	...	9 50		
117½	151	113	75	**Osnabruck** ..... arr.	...	8 55	...	2 50	7 0	p m.	10 25		
..	..	..	..	,, ... dep.	...	9 0	...	2 55	7 10	4 30	Stop		
123½	..	..	..	Wissingen	...	9 20	...	3 10	7 30	4 50			
130½	..	..	..	Melle	...	9 50	...	3 30	8 0	5 40			
135½	..	..	..	Bruchmühlen	...	10 5	...	...	8 10	6 0			
141	..	..	..	Bunde	...	10 35	...	4 0	8 35	6 30			
144½	..	..	..	Kirchlengern	...	10 45	...	...	8 45	6 40			
146½	..	..	..	**Lohne**	...	11 5	...	4 20	9 10	7 10			
150½	..	..	..	Rehme	...	11 20	...	4 35	9 30	7 40			
156½	..	..	..	Porta	...	11 40	...	4 50	9 50	8 5			
160	..	..	..	**Minden** ..... arr.	a.m.	12 0	p.m.	5 10	10 0	8 25			
..	..	..	..	,, ... dep.	6 15	12 40	1 20	6 0	10 51	10 51			
165½	..	..	..	Buckeburg	6 25	12 50	1 30	6 10	11 0	11 0			
170	..	..	..	Kirchhorsten	6 35	...	1 50	6 20	...	...			
173½	..	..	..	Stadthagen	6 45	...	2 15	6 30	...	...			
178	..	..	..	Lindhorst	7 0	...	2 30	6 45	...	...			
183	..	..	..	Haste	7 10	...	2 50	6 55	...	...			
186	..	..	..	Wunstorf	7 40	1 35	3 15	7 15	11 45	11 45			
193½	..	..	..	Seelze	7 55	...	3 35	7 30	...	...			
200½	..	..	..	**Hanover**	8 25	2 5	4 10	8 0	12 13	12 13			

* Goods Train with Passengers. † Goods Train with Passengers between Lingen and Minden. ‡ Goods Train with Passengers between Osnabruck and Minden.

Fares per Quick Trains from Minden to Berlin, 12 Rthr., 20 sgr.; 8 Rthr., 12½ sgr.; and 5 Rthr., 27½ sgr.

BRUNSWICK AND HANOVER.—Herzoglich Braunschweigsche Eisenbahn. [18-10.

English Miles.	¶ Fares. 1st Cls.	2nd Cls.	3rd Cls.	STATIONS. LEIPSIC (page 108). DRESDEN (page 127). BERLIN (page 107). MAGDEBURG (page 105).	Trains.								
					|	‡2	†3	‡4 ‖	5	*6	7	8	9
Dis.	Gr.	Gr.	Gr.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.			
—	—	—	—	**Brunswick** ..... dep.	5 0	7 15	1 5	3 0	8 15	11 56	...	...	...
8½	12½	7½	5	Vechelde	5 15	7 40	..	3 25	8 30	..	...	...	...
15½	22½	15	10	Peine	5 30	8 10	1 35	3 50	8 50	..	...	...	...
22	..	..	..	Hämeler Wald	..	8 25	..	4 15	..	..	...	...	...
27½	37½	27½	17½	Lehrte Junction	6 0	8 55	2 5	5 5	9 25	12 45	...	...	...
32½	..	..	..	Misburg	..	9 5	..	..	..	..	...	...	...
37½	50	37½	25	**Hanover** ..... arr.	6 30	9 25	2 30	5 35	9 55	1 5	...	...	...

* Courier Train, 1st and 2nd Class. † Quick Train. ‡ Stops on Wednesdays, Saturdays, and Sundays at Gr. Gleidingen. ‖ Goods Train with Passengers.

Remarks.—50 lbs. of LUGGAGE free; every 10 lbs. extra, 2 Pfennings per G. mile. Four-wheeled Carriage, 8 Prussian dollars; two-wheeled Carriage, 5 Prussian dollars 10 gr.

¶ The German Thaler is equal to 30 groschen, or 3s.; 1 groschen equal to 10 pfennings, or 1 1-5th penny.

BRUNSWICK AND HARZBURG. [7-10

Eng. Miles.	¶ Fares. 1st Class	2nd Class	3rd Class	4th Class	Stations. [NO TUNNELS.	Trains. 1	2	3	4	5	6	7	8	9
Dis.	gr.	gr.	gr.	gr.		a.m.	p.m.	p.m.						
—	—	—	—	—	**Brunswick** dep.	7 20	1 30	7 15	..	..	..	..	..	..
6¾	9	6	4	..	Wolfenbüttel Junction	7 35	1 50	7 30	..	..	..	..	..	..
13¼	20	13	8	..	Börssum Junction	8 5	2 10	7 50	..	..	..	..	..	..
18½	24	16	10	..	Schladen	8 15	2 25	8 0	..	..	..	..	..	..
23	30	20	12½	..	Vienenburg	8 35	2 40	8 20	..	..	..	..	..	..
27½	36	24	15	..	**Harzburg** arr.	8 50	3 0	8 40	..	..	..	..	..	..

Eng. Miles.	Fares. 1st Class	2nd Class	3rd Class	4th Class	Stations.	Trains. 1	2	3	4	5	6	7	8	9
Dis.	gr.	gr.	gr.	gr.		a.m.	a.m.	p.m.						
—	—	—	—	—	**Harzburg** dep.	6 30	10 45	5 20	..	..	..	..	..	..
4½	6	4	2½	..	Vienenburg	6 40	10 55	5 30	..	..	..	..	..	..
9¼	12	8	5	..	Schladen	6 55	11 10	5 50	..	..	..	..	..	..
14	16	11	7	..	Börssum Junction	7 5	11 20	6 5	..	..	..	..	..	..
20¾	27	18	11	..	Wolfenbüttel Junction	7 35	11 45	6 35	..	..	..	..	..	..
27½	36	24	15	..	**Brunswick** arr.	8 0	12 15	7 0	..	..	..	..	..	..

Additional Trains.—From BRUNSWICK to WOLFENBUTTEL, at 2.0, 7.20, 7.35, 9.0, and 11.45 a.m., 12 noon, 1.30, 2.0, 4.10, 5.25, 6.25, and 7.15 p.m.

From WOLFENBUTTEL to BRUNSWICK, at 4.10, 7 35, 9.5, 9.35, and 11.45 a.m., 12.5, 1.55, 4.20, 5.30, 6 35, 7.15, and 11.20 p.m.

REMARKS.—Return Tickets are issued. Luggage, 50 lbs., free; every 10 lbs. extra, 2½ silber pfennige per mile; 4-wheeled carriage, 6 Pruss. doll.; 2-wheeled do., 4 Pruss. doll.

BRUNSWICK AND KREIENSEN. [7-10

Eng. Miles.	¶ Fares. 1st Class	2nd Class	3rd Class	Stations. [NO TUNNELS.	Trains. 1	*2	3	4	5	6	7
Dis.	gr.	gr.	gr.		a.m.	noon	p.m.	p.m.			
—	—	—	—	**Brunswick** dep.	7 20	12 0	2 0	5 25	...	...	...
7	9	6	4	Wolfenbüttel Junction	7 35	12 15	2 30	5 40	...	...	...
13	20	13	8	Börsum Junction	8 0	12 30	3 0	6 5	...	...	...
...	31	21	13	Salzgitter	8 30	12 55	3 35	6 35	...	...	...
26	34	23	14	Ringelheim	8 40	...	3 50	6 45	...	...	...
...	40	27	17	Lutter a. Bbge	9 0	...	4 15	7 0	..	...	...
40	52	35	22	Seesen	9 30	1 25	4 55	7 30	...	...	...
...	63	42	26	Gandersheim	10 0	1 40	5 35	8 0	...	...	...
50	63	45	28	**Kreiensen Junc.** (p. 101.) arr.	10 20	2 2	6 0	8 20	...	...	...

Eng. Miles.	Fares. 1st Class	2nd Class	3rd Class	Stations.	Trains. 1	2	*3	4	5	6	7
Dis.	gr.	gr.	gr.		a.m.	a.m.	p.m.	p.m.			
—	—	—	—	**Kreiensen Junc.** (p. 101.) dep.	6 15	11 20	2 40	4 0	...	...	...
...	4	3	2	Gandersheim	6 30	11 30	2 45	4 10	...	...	...
10	15	10	6	Seesen	7 10	11 55	3 5	4 45	...	...	...
...	27	18	11	Lutter a. Bbge	7 50	12 20	...	5 10	...	...	...
24	33	22	14	Ringelheim	8 5	12 35	...	5 20	...	...	...
...	36	24	15	Salzgitter	8 20	12 55	3 35	5 30	...	...	...
37	48	32	20	Börsum Junction	9 0	1 25	3 55	6 5	...	...	...
43	59	39	24	Wolfenbüttel Junction	9 35	1 55	4 20	6 35	...	...	...
50	68	45	28	**Brunswick** arr.	10 0	2 20	4 45	7 0	...	...	...

* Fast Train, 1st, 2nd, and 3rd Class.

¶ 1 groschen equal to 10 pfennings, or 1¼d.

BRUNSWICK, OSCHERSLEBEN, HALBERSTADT, AND MAGDEBURG.

[7-10.

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	4th class	Stations. [NO TUNNELS.	Trains. *1	2	3	‡4	5	6	*7	8
					FRANKFORT (page 92)								
					CASSEL (page 101)								
					BREMEN (page 101)								
					HANOVER (p. 102).....dep.	12 28	5 30	9 10	2 23	...	11 0	...	...
					BRUNSWICK (102) .....arr.	1 45	7 10	11 15	3 56	...	1 15	...	...
Dis.	gr.	gr.	gr.	gr.		a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	noon
—	—	—	—	—	**Brunswick**.....dep.	2 0	7 35	11 45	4 10	...	‖6 25		
7	9	6	4	..	Wolfenbuttel Junction	2 15	7 50	12 0	4 25		6 45		
17	24	16	10	..	Schoppenstedt	...	8 15	12 40	...		7 20		
23	34	23	14	..	**Jerxheim** .....arr.	...	8 40	1 0	...		7 50		
—	—	—	—	—	**Jerxheim**.....dep.	...	8 50	1 10	...		8 0		
..	18	12	7½	..	**Helmstedt** .....arr.	...	9 45	2 0	...		8 45		
33	46	31	19	..	Wegersleben	...	9 0	1 30	...		8 15		
38	54	36	22½	..	**Oschersleben Junc.**arr.	3 20	9 23	1 57	5 46		8 40		
12	70	47½	30	..	**Halberstadt** ....arr.	4 40	12 5	2 43	6 40		11 10		
..	..	..	..	..	,, ..dep.	...	8 45	1 10	5 ‡0		‖6 30	9 40	
..	..	..	..	..	Nienhagen.....	...	8 57	1 20	5 10		6 40	9 50	
..	..	..	..	..	Crottorf	...	...	1 25	...	p.m.	6 45	9 55	noon
..	..	..	..	..	**Oschersleben Junc.**dep.	3 32	9 28	2 5	5 43	6 15	7 15	10 30	12 0
43	..	..	..	..	Hadmersleben	...	9 40	2 15	...	6 45	7 30	...	12 15
..	..	..	..	..	Blumenberg	...	...	2 30	...	7 20	7 45	...	12 30
53	..	..	..	..	Langenwedding	...	9 55	2 35	...	7 45	8 0	...	12 48
..	..	..	..	..	Dodendorf	...	...	...	...	7 59	8 57	...	1 0
63	85	56	..	..	**Magdeburg**... .....arr.	4 14	10 30	3 10	6 32	8 45	9 25	12 30	2 0

† Stops at Dettum and Watenstedt. * Courier Train, 1 & 2 Class. ‡ Quick Train, 1, 2, 3 Class.

Fares per Courier Trains.—From Brunswick to Berlin, 8 Rthr., 15 gr.; and 5 Rthr., 20 gr.; to Magdeburg, 3 Rthr., 15 gr.; and 2 Rthr., 10 gr.; to Halberstadt, 3 Rthr.; and 2 Rthr.; to Hanover, 2 Rthr., 2½ gr.; and 1 Rthr., 12½ gr.

Remarks.—LUGGAGE—50 lbs. free; every 10 lbs. extra, 2½ Pfennige per mile. Four-wheeled carriage, 13 P. d., 22½ sgr. Two-wheeled carriage, 9 P. d., 5 sgr. ‖ a.m. Train.

Eng. Miles.	¶ Fares. 1st Class	2nd Class	3rd Class	Stations. [NO TUNNELS	Trains. 1	*2	‡3	4	5	6	†7	8
				HAMBURG (page 106)								
				BERLIN (page 115)								
				LEIPSIC (page 108)								
Dis.	Sgr.	Sgr.	Sgr.		a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	
—	—	—	—	**Magdeburg** .....dep.	1 43	6 0	10 23	12 0	4 20	6 15	9 39	
..	..	..	..	Dodendorf	...	6 15	...	12 15	...	6 35	...	
10	..	..	..	Langenwedding	...	6 25	...	12 30	4 40	7 0	...	
..	..	..	..	Blumenberg	...	6 35	...	12 40	4 50	7 30	...	
..	..	..	..	Hadmersleben	...	6 50	...	1 0	5 10	7 50	...	
20	..	..	..	**Oschersleben Junc.** ....arr.	2 41	7 15	11 20	2 0	5 50	8 45	10 20	
25	30	20	12½	Crottorf	...	7 25	...	...	6 0	Stop	...	
..	..	..	..	Nienhagen	...	7 35	...	...	6 5		10 35	
..	..	..	..	**Halberstadt**. .....arr.	...	8 40	12 5	...	6 40	3 cl.	11 10	
12	45	30	20	,, ...dep.	...	6 30	8 45	...	5 0	p.m.	9 40	
..	..	..	..	**Oschersleben Junc.** ....dep.	2 45	7 25	11 5	...	5 50	3 0	10 22	
..	..	..	..	Wegersleben	2 55	7 35	...	...	6 0	3 15	...	
—	—	—	—	**Helmstedt**.....dep.	...	7 0	10 20	...	5 25	...	...	
..	18	12	7½	**Jerxheim**.....arr.	...	8 0	11 15	...	6 20	...	...	
40	50	33	21	**Jerxheim** .....dep.	3 15	8 5	11 25	...	6 25	4 0	...	
46	60	40	25	Schoppenstedt	3 40	8 35	...	...	6 45	4 35	...	
56	75	50	32	Wolfenbuttel Junction.....	4 10	9 10	12 5	...	7 15	5 30	11 20	
63	85	56	35	**Brunswick** .....arr.	4 35	9 35	12 35	...	7 35	6 0	11 40	
..	..	..	..	BRUNSWICK (page 103) ....dep.	5 0	...	3 0	...	8 15	..	11 56	
100	135	95	60	HANOVER (page 103) .....arr.	6 30	...	5 35	...	9 55	...	1 5	

‡ Quick Train, 1, 2, & 3, Class. † Courier Train, 1st & 2nd Class.

* Stops at Watenstedt and Dettum.

Extra Local Trains.—From Oschersleben to Halberstadt, at 4.0 a.m.; 2.3 p.m., in connection with the trains from Cologne and Hanover respectively.

Remarks. RETURN TICKETS are issued on the Brunswick line.—LUGGAGE—50 lbs. free; every 10 lbs. extra, 2½ pfennings per mile. Four-wheeled carriage, 13 P. d., 22½ sgr. Two-wheeled carriage, 9 P. d., 5 sgr.

¶ 1 groschen equal to 10 pfennings, or 1 1-5th penny. The Prussian Thaler is equal to 30 silbergroschen, or 3s.; 1 silbergroschen equal to 12 pfennings, or 1 1-5th penny.

(Hamburg), WITTENBERGE, AND MAGDEBURG. [20-9

English Miles.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	STATIONS	Trains. 1	2	3
Dis.	Sgr.	Sgr.	Sgr.	[NO TUNNELS.	p.m.	a.m.	a.m.
..	..	..	..	Hamburg (see below) ....dep.	10 30	7 30	9 0
..	..	..	..	Wittenberge (do.) ....arrival	1 30	12 15	2 30
					a.m.	p.m.	p.m.
—	—	—	—	**Wittenberge** .....dep.	5 0	1 0	5 0
8	12½	8	6½	Seehausen	5 34	1 25	5 35
16	24½	16	12½	Osterburg.....	5 58	1 44	6 2
23	35½	23	18½	Goldbeck	6 20	1 54	6 28
31	47½	30½	24	Stendal.....	6 52	2 18	7 3
36½	56	36	28	Demker	7 16	2 27	7 30
43½	..	..	..	Tangerhütte	7 37	2 41	7 52
46	70	45	35	Mahlwinkel.....	7 55	2 52	8 7
54	82½	53	41½	Rogätz	8 20	3 7	8 35
59½	91	58½	45½	Wolmirstedt	8 40	3 20	8 57
69	105	67½	52½	**Magdeburg** .....arr.	9 15	3 40	9 30

Remarks.—50 lbs. of Luggage free; every 10lbs. extra, 2½ sgr. Four-wheeled Carriage, 12 Prus. dollars 15 sgr.; two wheeled Carriage, 10 Prussian dollars.

Fares, from Hamburg to Magdeburg, 1st cl., 216sgr.; 2nd cl., 160sgr.; 3rd cl. 97½sgr. Per Express Trains, 1st class, 272 sgr.; 2nd class, 184½ sgr.

HAMBURG, BUCHEN, LUBECK, and WITTENBERGE, TO BERLIN. [23-9

English Miles.	¶ Fares. Express. 1 Cl.	Express. 2 Cl.	Ordinary. 1 Cl.	Ordinary. 2 Cl.	Ordinary. 3 Cl.	STATIONS. [No Tunnels.	Trains. 1	†2	†3	4	§5
Dis.	m. s.	m. s.	m. s.	m. s.	m. s.	Kiel (page 109).	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	—	—	**Hamburg** .....dep.	7 30	9 0	12 15	5 0	10 30
13½	1 6	0 18	0 15	0 13	0 9	Bergedorf.....	7 55	9 30	12 45	5 35	10 55
13½	...	...	1 3	1 0	0 11	Reinbeck	8 5	9 40	...	5 45	...
18½	...	...	1 11	1 5	1 0	Friedrichsruh	8 20	9 55	...	6 0	...
23½	...	...	2 7	1 13	1 6	Schwarzenbeck	8 40	10 15	1 30	6 25	...
31½	4 2	2 14	3 3	2 6	1 12	Buchen Junction.....arr.	9 0	10 40	1 49	6 50	11 40
			Fares from Buchen			[6605.	a.m.	a.m.	p.m.	p.m.	
—	...	...	rk. sh.	rk. sh.	rk. sh.	**Buchen**.....dep.	9 0	...	2 9	6 50	...
11	...	...	0 23	0 17	0 13	Molln	9 25	...	2 39	7 15	...
16½	...	...	0 35½	0 26½	0 19⅝	Ratzeburg	9 40	...	3 0	7 30	...
29	...	...	1 13	0 46	0 34	**Lubeck**.....arr.	10 11	..	3 40	8 0	...
			m. s.	m. s.	m. s.		a.m.	a.m.	Stop	p.m.	night
41½	5 5	3 12	4 2	3 1	2 4	Boltzenburg.....	9 25	11 5		7 20	12 0
46½	...	...	5 0	3 11	2 12	Brahlsdorf	9 45	11 25	...	7 45	...
...	...	...	5 12	3 21	2 19	Pritzier.....	10 0	11 45	...	8 5	...
59½	8 4	5 12	6 3	4 11	3 7	Hagenow (page 109)	10 20	12 15	...	8 35	12 45
73½	10 1	7 1	7 8	5 12	4 3	Ludwigslust.....	10 55	12 55	...	9 10	1 15
78½	10 12	7 8	8 0	6 2	8	Grabow.....	11 10	1 15	...	9 30	1 25
83½	11 7	8 0	...	...	...	Wend. Warnow*.....	11 30	1 40	...	10 0	1 45
101½	13 15	9 12	10 8	7 15	5 13	**Wittenberge** .....arr.	12 15	2 30	p.m.	10 45	...
...	...	...	...	...	...	**Do.** (See above.) dep.	12 20		3 5	‡5 45	2 25
106½	...	...	11 7	8 10	6 5	Wilsnack	12 45	Stop	3 35	6 15	...
115½	16 2	11 5	12 3	9 3	6 12	Glöwen.....	1 5		4 10	6 40	3 0
124½	...	...	13 6	10 2	7 7	Zernitz	1 30	...	4 55	7 20	...
129½	18 7	12 14	13 14	10 8	7 11	Neustadt-a-D.	1 50	...	5 20	7 45	3 35
138½	...	...	14 12	11 2	8 3	Friesack	2 10	...	5 55	8 15	...
147½	...	...	15 10	11 12	8 11	Paulinenaue.....	2 30	...	6 25	8 40	...
156½	21 13	15 5	16 0	12 7	9 3	Nauen	2 55	...	7 5	9 10	4 36
...	...	...	...	...	...	Seegefeld	...	...	7 40	9 35	...
171½	24 0	16 13	15 0	13 10	10	Spandau	3 30	...	8 5	9 55	5 6
178½	25 0	17 8	18 1	14 3	1	**Berlin**.....arr.	4 15	...	8 45	10 30	5 28

† These Trains take both Goods and Passengers.

‡ Leaves Wittenberge at 5.45 a.m. § Express.

¶ The Prussian thaler is equal to 30 silbergroschen, or 3s.; 1 silbergroschen equal 12 pfennings, or 1d. The Hamburg mark is equal to 16 skillings, or 1s. 4d.; 1 skilling is nearly equal to 1d.

Remarks.—The Station Wend. Warnow, marked *, is the boundary-station of the Zollverein, at which the Customs' examination of all Trains coming from abroad takes place. No packages of any description are allowed to be taken into the carriages; but mule, without exception, be put into the luggage-van. Luggage: 50 lbs. free, every 10 lbs. extra, 6½ Sgr. Four-wheeled Carriage, 23½ Prussian dollars. 30 Prussian dollars; two-wheeled Carriage, 23½ Prussian dollars.

MAGDEBURG, WITTENBERGE AND (HAMBURG). [20-9

English Miles.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	Stations. BRUNSWICK (page 105) DRESDEN (page 127) LEIPSIC (page 108)	Trains. 1	2	3	4	5	6
Dis.	Sgr	Sgr.	Sgr.		a.m.	a.m.	p.m.			
—	—	—	—	**Magdeburg** .....dep.	7 45	10 50	5 20	..	..	..
9	14	9	7	Wolmirstedt	8 7	11 23	5 58	..	..	..
15	23	15	11½	Rogätz	8 21	11 46	6 23	..	..	..
23	35	22½	17½	Mahlwinkel	8 40	12 9	6 48	..	..	..
25	..	26½	19½	Tangerhütte	8 49	12 22	7 1	..	..	..
32	49	31½	24½	Demker	9 4	12 41	7 28	..	..	..
38	58	37	29	Stendal	9 23	1 3	7 54	..	..	..
46	70	45	35½	Goldbeck.....	9 42	1 25	8 24	..	..	..
53	80	52	40½	Osterburg	10 0	1 50	8 52	..	..	..
61	93	60	46½	Sechausen	10 18	2 15	9 20	..	..	..
69	105	67½	52½	**Wittenberge (1)** .....arr.	10 40	2 45	9 50	..*	..	..
..	..	..	..	WITTENBERGE [see below].. dep.	10 55	3 10	1 45	..	..	..
					p.m.	p.m.	a.m.	..	..	..
170½	216	160	97½	HAMBURG [see below] .....arr.	3 30	8 0	5 16	..	..	..

BERLIN, WITTENBERGE, LUBECK, and BUCHEN to HAMBURG. [23-9

English Miles.	¶ Fares. Express. 1 Cl.	2 Cl.	Ordinary. 1 Cl.	2 Cl.	3 Cl.	STATIONS. BRESLAU (page 121).	Trains. †1	2	†3	4	§5
Dis.	Sgr.	Sgr.	Sgr.	Sgr.	Sgr.	[NO TUNNELS.	a.m.	a.m.	a.m.	p.m.	p.m.
—	—	—	—	—	—	**Berlin** .....dep.	...	7 30	10 30	6 0	11 0
4½	12	8	9	6½	3½	Spandau	...	7 50	10 55	6 25	11 15
...	...	...	...	...	...	Seegefeld.....	...	...	11 15	6 40	...
19	37	26	27	21	15½	Nauen	...	8 25	11 50	7 10	11 45
28	...	...	38	29	21½	Paulinenaue	...	8 45	12 15	7 35	...
37	...	...	48	36½	27	Friesack	...	9 5	12 40	8 0	...
46	79	55	59	44½	33	Neustadt-a-D.....	...	9 25	1 10	8 25	12 35
51	...	...	65	49	36	Zernitz.....	...	9 40	1 30	8 45	...
60	107	75	79	60½	44½	Glöwen	...	10 5	2 5	9 20	1 5
69½	...	...	88	67	49½	Wilsnack.....	...	10 25	2 25	9 40	...
74	133	93	99	75	55½	**Wittenberge** .....arr.	...	...	3 5	10 0	...
...	...	...	...	...	...	**Do.** [see above]...dep.	...	10 55	3 10	‡5 15	1 45
92	163	114	...	...	...	Wend. Warnow*.....	...	11 35	4 0	6 0	2 20
97	171	120	129	97	71½	Grabow	...	11 50	4 15	6 20	2 30
102	179	125	135	101½	74½	Ludwigslust	...	12 5	4 30	6 35	2 45
116	201	141	151	114	84	Hagenow (page 109)	...	12 45	5 10	7 15	3 10
...	...	...	158½	120½	88½	Pritzier	..	1 0	5 30	7 35	...
129½	...	...	165	125½	92½	Brahlsdorf*.....	...	1 10	5 45	7 50	...
134½	236	165	176	134	98½	Boitzenburg	...	1 35	6 10	8 20	3 50
	...	...	Fares	from L	ubeck.	[6605		noon	p.m.	a.m.	
—	...	...	mk. sh	mk. sh	mk. sh	**Lubeck** .....dep.	...	12 0	5 15	7 30	...
11½	...	...	1 5	1 0	0 11½	Ratzeburg	...	12 40	5 48	7 58	...
18	...	...	1 15	1 7½	1 1	Mölln	...	1 10	5 59	8 14	...
29	...	...	3 3	2 6	1 12	**Buchen** ..... arr.	...	1 49	6 26	8 41	...
	Sgr.	Sgr.	Sgr.	Sgr.	Sgr.		a.m.	p.m.	p.m.	a.m.	a.m.
144	250	175	187	142	104½	Büchen Junction	7 0	2 0	6 40	8 55	4 15
152½	...	...	196	148	109	Schwarzenbeck	7 20	2 20	7 0	9 15	...
157½	...	...	205	154½	113½	Friedrichsruh.....	7 45	2 40	7 20	9 35	...
162	...	...	211	158½	116½	Reinbeck.....	8 0	2 50	7 30	9 50	...
162½	283	198	214	160½	118	Bergedorf	8 15	3 0	7 45	10 0	4 55
175½	300	210	225	170	125	**Hamburg** .....arr.	8 55	3 30	8 0	10 30	5 15

* See Remarks on page 106.

¶ These Trains take both Goods and Passengers.

‡ Leaves Wittenberge at 5.15 a.m. § Express.

¶ The Prussian Thaler is equal to 30 silbergroschen, or 3s.; 1 silbergroschen equal to 12 pfennings, or 1½d.

BUCHEN to LAUENBURG, at 9.0 a.m., in 30 minutes; and 7.0 p.m., in 30 minutes; also, on Wednesdays and Saturdays at 2.15 p.m.
LAUENBURG to BUCHEN, at 8.15 a.m., in 25 minutes; and 5.50 p.m., in 25 minutes; also, on Wednesdays and Saturdays at 1.15 p.m.
FARES—11, and 8 Schillings.

MAGDEBURG, KŒTHEN, BERNBURG, HALLE, AND LEIPSIC RAILWAY. [27-9

Eng. Miles.	¶ Fares. 1st Class.	2nd Class.	3rd Class	Cologne (page 86) Bremen (page 101) Hanover (page 102) Brunswick (page 105)	Trains. 1	2	§‡3	†4	†5	*6	7	‡8§	9
	Sgr.	Sgr.	Sgr.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		
—	—	—	—	**Magdeburg**.....dep.	..	5 15	6 30	10 45	4 10	6 50	7 30	..	..
9½	12	8	5	Schönebeck	..	5 38	7 5	11 7	4 40	..	8 5	..	..
12½	17	11	7	Gnadau	..	5 47	7 20	..	4 52	..	8 20	..	..
17	21	14	9	Der Saale	..	6 0	7 45	11 28	5 10	..	8 50	..	..
31	40	27	17½	**Kœthen**.....arr.	..	6 35	8 30	12 0	5 40	7 50	10 0	..	..
..	†52½	35	25	,, ...dep.	4 30	6 38	8 50	12 8	5 50	7 55	Stop	..	..
40½	54	36	23	Stumsdorf	5 10	7 0	9 35	12 30	6 25	..		..	..
53	69	46	29	**Halle** .....arr.	..	..	..	..	..	..		..	..
..	†86	57½	40	,, ...dep.	6 15	7 36	10 35	1 5	7 15	8 45		..	..
65	84	56	35	Schkeuditz	7 0	8 7	11 25	..	8 0	..		..	..
72¾	96	64	40	**Leipsic** .....arr.	7 30	8 35	12 0	2 0	8 35	9 30		..	..

Eng. Miles.	¶ Fares. 1st Class.	2nd Class.	3rd Class.	Vienna (page 123) Breslau (page 121) Dresden (page 127) Stettin (page 116)	Trains. ‡1§	*2	‡3§	4	5	‡6	7	8	9
Dis.	Sgr.	Sgr.	Sgr.		p.m.	a.m.	a.m.	noon.	p.m.	p.m.	p.m.		
—	—	—	—	**Leipsic**.....dep.	...	7 0	7 30	12 15	6 0	6 30	10 0	..	..
7½	12	8	5	Schkeuditz	..	..	8 0	12 35	..	7 5	10 17	..	..
19½	27	18	11	**Halle** .....arr.	..	7 40	8 45	1 0	6 40	..	10 45	..	..
..	†31	22½	16	,, ...dep.	..	7 45	9 0	1 10	6 45	8 0	10 50	..	..
32½	42	28	17	Stumdorf	..	8 5	9 50	1 40	7 13	8 50	11 18	..	..
41½	56	37	22½	**Kœthen**.....arr.		8 30	10 30	2 10	7 40	9 30	11 40	..	..
..	†67½	45	32	,, ...dep.	5 45	8 35	10 45	2 10	7 42		11 45	..	..
55½	75	50	31	Der Saale	6 45	9 5	11 40	2 42	8 14	Stop	12 16	..	..
60½	79	53	33	Gnadau	7 3	..	12 0	2 53	8 25		..	..	..
63½	84	56	35	Schönebeck...	7 30	9 22	12 27	3 5	8 38	..	12 45	..	..
72¾	96	64	40	**Magdeburg**.....arr.	8 0	9 50	1 0	3 35	9 15	..	1 15	..	..

* Quick Trains. † Courier Train. ‡ Passenger and Goods Train.

§ Stops to take up and set down Passengers at Westerhüsen, Wulffen, Gr. Weissandt, Niemberg, and Gröbers.

Fares per Quick Trains—From Magdeburg to Leipsic, 120 sgr., 80 sgr., 56 sgr.

Remarks.—Luggage.—50 lbs. free; every 10 lbs. extra, 2½ sgr. Four-wheeled carriage, 16 Prus. doll.; two-wheeled carriage, 12 Prus. doll.

• *Munich, Augsburg, Nuremberg, Bamberg, Lichtenfels, and Hof, to Leipsic, see pages* 116, 117, 110.
Breslau to Freiburg and Schweidnitz, p. 107. *Kœthen to Halle, Leipsic, and Berlin, p.* 100, 99.

BERNBURG AND KŒTHEN.

Eng. Miles.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3						
Dis.	Sgr.	Sgr.	Sgr.	[NO TUNNELS.	a.m.	a.m.	p.m.						
—	—	—	—	**Bernburg**.....dep.	5 50	11 15	5 15	...	...	...	...	...	...
5½	...	..	...	Biendorf	6	...	...	...	...	...	...	...	...
12½	17½	12½	10	**Kœthen**.....arr.	6 30	11 55	6 0	...	...	...	...	...	...

Eng. Miles.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4					
Dis.	Sgr.	Sgr.	Sgr.		a.m.	p.m.	p.m.	p.m.					
—	—	—	—	**Kœthen**.....dep.	8 35	2 0	5 5	8 0	...	...	...	...	...
6½	10	7½	5	Biendorf	8 50	...	...	...	...	...	...	...	...
12½	17½	12½	10	**Bernburg**.....arr.	9 5	2 45	5 45	8 45	...	...	...	...	...

SCHŒNEBECK TO STASZFURT.—Magdeburg, Kœthen, Halle, and Leipsic. [9-4

Eng. Miles.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4	Stations.	Trains. 1	2		
Dis.	Sgr.	Sgr.	Sgr.		a.m.	p.m.				a.m.	p.m.		
—	—	—	—	**Staszfurt** .....dep.	6 0	1 45	...	...	**Schœnebeck** .....dep.	7 45	5 0	...	...
...	18	12	7½	**Schœnebeck** .....arr.	6 50	2 35	...	...	**Staszfurt** .....arr	8 35	5.50	...	...

All four Trains stop at Förderstedt, Eggersdorf, and if necessary at Elckendorf, to take up or set down passengers.

¶ The Prussian thaler is equal to 30 silbergroschen, or 3s.; 1 silbergroschen equal to 12 pfennings, or 1¼d.

ROSTOCK, BUTZOW, GUSTROW, KLEINING, WISMAR, SCHWERIN & HAGENOW.—Mecklenburgische Eisenbahn. [680

Miles.	Fares. 1st Class.	2nd Class.	3rd Class.	Stations.	Trains. 1	2	3	4	5	6
Dis.	th sh	th sh	th sh		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Rostock** .....dep.	...	6 30	...	11 0	4 30	...
10	0 24	0 17	0 12	Schwaan	...	7 0	...	11 45	5 5	...
19	0 44	0 31	0 23	Bützow Junction ... .arr.	...	7 25	...	12 25	5 40	...
...	...	...	...	Bützow .....dep.	...	7 35	10 5	3 40	5 50	9 15
27	1 13	0 43	0 31	Güstrow ....arr.	...	8 5	10 30	4 10	6 20	9 45
—	...	...	...	Güstrow .....dep.	...	6 50	9 15	11 35	5 5	8 25
8	...	...	...	Bützow..... arr	...	7 30	9 35	12 30	5 45	8 50
...	...	...	...	Butzow Junction .....dep.	...	7 30	...	12 30	5 45	...
...	...	0 45	0 33	Warnow	...	...	...	...	...	...
...	1 28	1 6	0 40	Blankenberg	...	8 10	...	1 35	6 25	...
...	...	1 16	0 47	Ventschow	...	...	...	...	...	...
43½	2 4	1 21	1 5	Kleinen Junction .....arr	...	8 50	...	2 35	7 5	...
...	...	...	...	Kleinen .....dep.	...	8 50	...	2 25	7 20	...
54	2 6	1 26	1 6	Wismar .....arr.	...	9 25	...	3 0	7 55	...
—	...	...	...	Wismar .....dep.	...	7 55	...	1 30	6 15	...
10	...	...	...	Kleinen .....arr.	...	8 35	...	2 5	7 0	...
...	...	...	...	Kleinen Junction .....dep.	...	8 50	...	2 35	7 5	...
55	2 17	1 33	1 11	Schwerin	6 0	9 25	...	3 20	7 35	...
...	...	...	...	Zachun	...	...	...	...	...	...
71½	3 8	2 12	1 32	**Hagenow** (page 106) dep.	6 55	10 15	...	4 25	8 25	...
					a.m.				p.m.	
...	...	...	...	LUDWIGSLUST (106) arr.	...	10 55	...	...	9 10	* Following day.
...	...	...	...	WITTENBERGE (p. 106)	...	12 20	...	...	11 15	
...	...	...	...	BERLIN (page 106)	...	4 15	...	...	10*20	
...	...	...	...	MAGDEBURG (page 106)	...	3 40	...	...	9*15	
...	...	...	...	LEIPSIC (page 108)	...	9 30	p.m.	...	2*15	
...	...	...	...	HAMBURG (page 95).....	10 30	3 45	8 15	...	5*16	
...	...	...	...	LUBECK (page 95).....	10 11	3 40	8 11	...	...	

Miles.	Fares. 1st Class.	2nd Class.	3rd Class.	Stations.	Trains. 1	2	3	4	5	6
Dis.	th sh	th sh	th sh		p.m.	a.m.	a.m.	p.m.		
...	—	—	—	LUBECK (page 106)dep.	...	7 30	...	5 30	...	...
...	...	...	...	HAMBURG (page 106)...	10†30	9 0	...	5 0	...	...
...	...	...	...	LEIPSIC (page 108)	12† 0	10† 0	7 0	7 0	...	...
...	...	...	...	MAGDEBURG page 106)	15 20	7 45	10 45	10 50	...	...
...	...	...	...	BERLIN (page 106)	6† 0	7 30	...	...	...	...
...	...	...	...	WITTENBERGE (p. 106)	5 15	10 55	3 10	3 10	...	...
...	...	...	...	LUDWIGSLUST (p. 106)	6 35	12 5	4 30	4 30	...	...
...	—	—	—	**Hagenow** (page 106) dep.	a.m. 7 10	p.m. 12 50	p.m. ...	p.m. 5 20	p.m. 8 45	† From Berlin also at 11 p.m.
...	...	...	...	Zachun	...	...	...	...	...	
16	0 40	0 28	0 21	Schwerin	8 5	1 40	...	6 30	9 35	
27	1 14	0 45	0 33	Kleinen Junction .....arr.	8 35	2 15	...	7 20	...	
...	...	...	...	Kleinen .....dep.	8 50	2 25	...	7 20	...	
48	1 36	1 12	0 44	Wismar .....arr.	9 25	3 0	...	7 55	...	
—	...	...	...	Wismar ... .dep.	7 55	1 30	...	6 15	...	
10	...	...	...	Kleinen .....arr.	8 35	2 15	...	6 15	...	
...	...	...	...	Kleinen Junction .....dep.	8 40	2 15	...	7 20	...	
...	...	1 7	0 40	Ventschow	...	...	...	...	...	
...	1 39	1 14	0 46	Blankenberg	9 15	2 50	...	8 5	...	
...	...	1 28	1 8	Warnow	...	...	...	...	...	
53	2 23	1 37	1 15	Butzow Junction .....arr.	10 0	3 30	...	9 15	...	† Day before.
...	...	...	...	Bützow .....dep.	10 5	3 35	5 50	9 15	...	
60	2 42	2 3	1 25	Güstrow .....arr.	10 35	4 10	6 20	9 45	...	
—	...	...	...	Gustrow .....dep.	9 15	11 35	5 5	8 25	...	
8	...	...	...	Butzow .....arr.	9 45	12 5	5 30	8 25	...	
...	...	...	...	Butzow Junction .....dep	10 0	3 35	...	9 15	...	
62	2 43	2 3	1 25	Schwaan	10 30	4 0	...	9 50	...	
71½	3 8	2 12	1 32	**Rostock** .....arr.	11 0	4 30	...	10 30	...	

Fares.—Butzow to Gustrow, 19sh., 14sh., 10sh.; Wismar to Schwerin, 46sh., 33sh., 24sh.—Luggage, 50lbs. free.

Section 6.—DANISH RAILWAYS.] ALTONA (HAMBURG) AND KIEL. [23-9.

Miles.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	*2	3	4
Dis.	th sh	th sh	th sh	[NO TUNNELS.	a.m.	p.m.	p.m.	
—	—	—	—	**Altona** (Hamburg) ....dep.	7 45	4 15	6 50	
18½	1 12	0 72	0 40	**Elmshorn Junction**arr.	8 31	5 10	7 36	
28½	1 80	1 20	0 68	**Gluckstadt** .....arr.	9 42	...	8 47	* Goods Train.
39½	2 44	1 56	0 88	**Itzehoe** .....arr.	10 29	...	9 25	
—	...	...	...	Do. .....dep.	7 10	...	6 15	
11	...	...	...	**Gluckstadt** .....dep.	7 50	...	6 55	
...	...	...	...	**Elmshorn Junction**dep.	8 38	5 15	7 43	
46	2 84	1 88	1 4	**Neumunster Junc.** arr.	9 44	6 40	8 49	
67½	4 36	2 88	1 60	**Rendsburg** .....arr.	10 50	7 45	9 55	
...	...	...	...	Do. .....dep.	6 45	5 50	5 50	
...	...	...	...	**Neumunster Junc.** dep.	9 51	6 50	8 56	
65	4 0	2 64	1 40	**Kiel** .....arr.	10 45	...	9 50	

Miles.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	*2	3	4
Dis.	th sh	th sh	th sh		a.m.	a.m.	p.m.	
—	—	—	—	**Kiel** .....dep	7 0	8 15	6 0	
18½	1 12	0 72	0 40	**Neumunster Junc.** arr	7 45	9 30	6 45	
30½	2 60	1 72	1 0	**Rendsburg** ..... arr.	10 50	10 50	7 45	* Goods Train.
...	...	...	...	Do. .....dep.	6 45	6 45	5 50	
...	...	...	...	**Neumunster Junc.** dep	7 52	9 44	6 52	
46	2 84	1 88	1 4	**Elmshorn Junction**arr.	8 58	11 45	7 58	
56½	3 56	2 36	1 32	**Gluckstadt** .....arr.	9 42	...	8 47	
67½	3 64	2 40	1 32	**Itzehoe** ..... .arr.	10 20	...	9 25	
—	...	...	...	Do. .....dep	7 10	...	6 15	
11	...	...	...	**Gluckstadt** ..... dep.	7 50	...	6 55	
...	...	...	...	**Elmshorn Junction**dep.	9 5	12 0	8 5	
65	4 0	2 64	1 40	**Altona** (Hamburg) .....arr.	10 0	1 25	9 0	

LUGGAGE: 50 lbs. of Luggage free; every 10 lbs. extra, 12 schillings. 4-wheel, heavy travelling car. 14th; 4-wheel, light car., 10th. 48sch.; 2-wheel, car. & sledge, 5th. 18sch.

¶ The Danish Thaler or Dollar is equal to 96 schillings, or 2s. 3d. The Hamburg Mark is equal to 16 schillings, or 1s. 4d.; 1 schill. equal nearly 1d.

Eng Mls.	¶ Fares. 1st Class	2nd Class	3rd Class	Stations.	Trains. 1, 2, 3 Class	1, 2, 3 Class	1, 2, 3 Class	
Dis.	Rd. S	Rd. S	Rd. S	[NO TUNNELS.	a.m.	a.m.	p.m.	
—	—	—	—	**Flensburg**.....dep.	4 30	7 30	3 10	
* 4¼	0 28	0 20	0 12	Holzkrug (Skovkro.)	...	7 45	3 25	
9½	0 64	0 44	0 28	Tarp.....	...	8 0	3 40	
13	0 84	0 60	0 36	Egebek.....	...	8 10	3 50	
16⅔	1 12	0 76	0 48	Sollerop	...	8 20	4 0	
23¼	1 56	1 12	0 64	**Oster-Ohrsted** .....arr.	5 30	8 42	4 22	
—	—	—	—	**Oster-Ohrsted** ...dep.	5 35	8 52	4 30	
4¼	0 28	0 20	0 12	Holm	...	9 5	4 42	
13¼	0 84	0 60	0 36	**Klosterkro** .....arr.	...	9 30	5 0	...
...	...	...	...	... **Klosterkro**.....dep.	9 35	11 40	5 5	8 25
...	...	0 76	0 48	3 **Slesvig** .....arr.	9 50	11 55	5 20	8 40
19¼	1 24	0 84	0 52	Ovslag	...	9 47	5 17	...
25¼	1 64	1 16	0 68	**Rendsburg** (p. 109) ...	6 45	10 15	5 40	p.m.
23¼	1 56	1 12	0 64	**Oster-Ohrsted** .....dep.	Stop	8 52	4 32	*9 10
31	2 28	1 60	1 4	Husum.....		9 18	5 2	9 35
37	2 72	1 92	1 20	Friedrichstadt Ch. (Büttel).....	...	9 40	3 32	9 55
40⅔	2 92	2 12	1 32	Harblek	...	9 50	5 45	...
44	3 24	2 32	1 40	**Tœnning**.....arr.	...	10 15	6 0	10 20

* Only during Summer.

Eng Mls.	Stations.	Trains. 1, 2, 3 Class	1, 2, 3 Class	1, 2, 3 Class	1, 2, 3 Class
		a.m.	a.m.	p.m.	p.m.
Dis.					
—	**Tœnning** .....dep.	7 30	...	3 0	*7 40
3½	Harblek	7 43	...	3 13	...
7	Friedrichstadt Ch. (Büttel) ...	7 53	...	3 25	8 5
13½	Husum	8 16	...	3 48	8 30
20⅔	**Oster-Ohrsted** .....arr.	8 38	...	4 20	8 55
...	**Rendsburg** (p.109) dep.	7 5	11 0	...	7 50
	Ovslag.....	7 25	...	...	8 5
6½	**Klosterkro**.....dep.	7 55	11 35	...	8 20
12¼	... **Slesvig** .....dep.	7 35	11 15	4 40	8 0
...	3 **Klosterkro**.....arr.	7 50	11 30	4 55	8 15
...	Holm	8 20	...	Stop	...
...	**Oster-Ohrsted** ...arr.	8 38	12 10		9 0
20⅔	**Oster-Ohrsted**.....dep.	8 52	12 20	...	9 10
27⅓	Sollerop	9 14	12 42	...	...
31	Egebek	9 25	12 55	...	...
34⅓	Tarp	9 36	1 5	...	...
40	Holzkrug (Skovkro)	9 52	1 20	...	...
44	**Flensburg** .....arr.	10 15	1 40	...	10 20

* Only during Summer months.

Extra Train.—From Klosterkro to Slesvig at 8 a.m.

Remarks.—Return Tickets are issued, good for one day :—Flensburg to Oster-Oersted, 2 Rd. 12 Sk., 1 Rd. 48 Sk., and 88 Sk.; to Tœnning and Rendsburg, 4 Rd. 40 Sk., 3 Rd. 16 Sk., and 1 Rd. 88 Sk.; to Husum, 3 Rd. 4 Sk., 2 Rd. 16 Sk., and 1 Rd. 36 Sk.; to Slesvig, 3 Rd. 52 Sk., Rd. 64 Sk., and 1 Rd. 64 Sk.

¶ The Danish Rigsdollar is equal to 96 Skillings or 2s. 3d.

COPENHAGEN TO CORSŒR.—Den Sjællandske Jernbane. [25-9

Eng Mls.	¶ Fares. 1st Cls.	2nd Cls.	3rd Cls.	STATIONS.	TRAINS. 1	*2	3	4
Dis.	Rd. Sk.	Rd. Sk.	Rd. Sk.	[NO TUNNELS.	a.m.	noon	p.m.	
—	—	—	—	**Copenhagen** .....dep.	7 0	12 0	7 0	...
...	0 16	0 12	0 8	Valby.....	7 8	12 10	7 8	...
...	0 42	0 34	0 24	Glostrup.....	7 21	12 23	7 21	...
...	0 64	0 50	0 36	Taastrup	7 32	12 43	7 32	...
...	0 92	0 72	0 52	Hedehusene	7 42	12 57	7 42	...
17½	1 16	0 88	0 64	**Roeskilde**	8 0	1 25	8 0	...
...	1 88	1 48	1 8	Borup.....	8 27	2 4	8 27	...
33	2 48	1 86	1 36	**Ringsted**	9 0	2 50	9 0	...
...	3 0	2 34	1 68	Sorø.....	9 24	3 30	9 24	...
...	3 56	2 78	2 4	Slagelse.....	9 51	4 10	9 51	...
56	4 24	3 32	2 40	**Corsœr** .....arr.	10 15	5 15	10 15	...

Eng Mls.	Fares. 1st Cls.	2nd Cls.	3rd Cls.	STATIONS.	TRAINS. 1	*2	3	4
Dis.	Rd. Sk.	Rd. Sk.	Rd. Sk.		a.m.	p.m.	p.m.	
—	—	—	—	**Corsœr** .....dep.	7 15	12 45	7 15	...
...	0 64	0 50	0 36	Slagelse	7 47	1 35	7 47	...
...	1 24	0 94	0 68	Sorø.....	8 11	2 10	8 11	...
25	1 80	1 42	1 4	**Ringsted**.....	8 45	3 0	8 45	...
...	2 32	1 80	1 32	Borup	9 6	3 30	9 6	...
39	3 8	2 40	1 72	**Roeskilde**	9 40	4 20	9 40	...
...	3 28	2 56	1 84	Hedehusene	9 48	4 33	9 48	...
...	3 56	2 78	2 4	Taastrup	10 1	4 52	10 1	...
...	3 76	2 94	2 16	Glostrup	10 12	5 7	10 12	...
...	4 8	3 20	2 32	Valby	10 25	5 25	10 25	...
56	4 24	3 32	2 40	**Copenhagen** .....arr.	10 30	6	10 30	...

* Good trainwit Passengers.

Remarks.—Each Passenger allowed 50 lbs. (Danish) Luggage free.

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Norwegian Trunk Railway.—CHRISTIANIA TO EIDSVOLD. [6870

Eng. Miles.	¶ Fares. 1st Class	2nd Class	3rd Class	4th Class	Stations.	Trains. Week Days. 1	2	Sundays. 1	2	3
Dis.	Sk.	Sk.	Sk.	Sk.		a.m.	p.m.	a.m.		
—	—	—	—	—	**Christiania** .....dep.	7 30	2 15	9 0	..	..
2¼	..	..	..	..	Bryn	7 40	2 25	9 10	..	..
6¼	30	20	12	8	Grorud.....	8 0	2 45	9 30	..	..
11¼	48	32	20	14	**Strommen**	8 20	3 5	9 50	..	..
12¾	54	36	22	14	Lille Strom.....	8 32	3 17	10 2	..	..
..	..	..	..	..	Gamle Leersund	8 45	3 30	10 15	..	..
18¼	70	48	30	20	Frogner	8 52	3 37	10 22	..	..
22¾	84	56	34	24	**Kloften** .....arr.	..	3 57	..	..	..
..	..	..	..	..	,, ...dep.	9 20	4 12	10 45	..	..
27¾	98	66	42	28	Trogstadt	9 40	4 32	11 5	..	..
35	124	84	52	34	Dahl.....	10 10	5 2	11 35	..	..
42	144	96	60	40	**Eidsvold** (T. 220 yds.)a.	10 40	5 35	12 10	..	..

Eng. Miles.	Fares. 1st Class	2nd Class	3rd Class	4th Class	Stations.	Trains. Week Days. 1	2	Sundays. 1	2	3
Dis.	Sk.	Sk.	Sk.	Sk.		a.m.	p.m.	a.m.		
—	—	—	—	—	**Eidsvold** (T. 220 yds.)d.	7 0	2 30	2 15	..	..
6¼	34	22	14	10	Dahl	7 50	3 5	2 50	..	..
14¼	60	40	24	16	Trogstadt	8 30	3 40	3 15	..	..
19¾	74	50	32	20	**Kloften** .....arr.	8 55	..	..	..	..
..	..	..	..	..	,, ...dep.	9 21	4 10	3 40	..	..
23¼	88	58	36	24	Frogner	9 41	4 25	3 55	..	..
..	..	..	..	..	Gamle Leersund	9 50	4 32	4 2	..	..
29¼	106	70	44	30	Lille Strom.....	10 5	3 45	4 15	..	..
30¾	110	72	46	30	**Strommen**	10 15	4 55	4 25	..	..
35	124	84	52	34	Grorud.....	10 40	5 15	4 45	..	..
39	..	..	..	..	Bryn	10 55	5 30	5 0	..	..
42	144	96	60	40	**Christiania** .....arr.	11 13	3 48	5 18	..	..

Remarks.—Children over 1 and under 12 years of age pay half price. Tickets must be obtained before going into the Carriages. Passengers must show their tickets on being requested to do so by the Guard, and must deliver them to him on leaving the train. First class passengers are allowed to take 100 lbs. of luggage free; other classes 50 lbs.; Children under Twelve years, are allowed half these weights; all above this weight must be paid for.—Charge, 1st 10 lbs, 12 skellings from and to all Stations, and 4 skellings for every 10 lbs. extra. Smoking is only allowed in the carriages marked.

¶ The Norway Daler is equal to 120 skillings, or about 4s. 6d.

Section 8.—Swedish Railway.

OREBRO TO DYLTA AND ARBOGA.—Koping-Hult Jernvag. [19-4.

Eng. Miles.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. *1	*2	*3	4	Stations.	Trains. *1	*2	3	4	5
Dis.	rd. o.	rd. o.	rd. o.		a.m	a.m.	p.m.	p.m.		a.m.	p.m.	p.m.		
—	—	—	—	**Orebro** .....dep.	6 0	...	1 45	6 0	**Arboga** .....dep.	8 30	1 30	4 30	...	...
6¼	0 85	0 55	0 35	Dylta Bruk	6 32	9 50	2 20	6 32	Fellingsbro	8 40	1 40	4 39	...	...
10	1 25	0 85	0 55	**Dylta**	6 48	10 8	2 38	6 48	Ullersattter	9 2	2 2	4 58	...	...
16¼	2 15	1 45	0 90	Frovi	6 58	10 19	2 49	6 58	Frovi	9 18	2 18	5 13	...	...
20	2 55	1 75	1 10	Ullersattter	7 13	10 37	3 7	7 13	**Dylta**	9 30	2 30	5 23	...	...
24¾	3 20	2 15	1 35	Fellingsbro	33	10 58	3 28	7 33	Dylta Bruk	9 50	2 50	5 43	...	...
34¼	4 50	3 0	1 90	**Arboga** .....arr.	7 40	11 5	3 35	7 40	**Orebro** ... .arr.	10 20	3 30	6 10	...	...

* Do not Run on Sundays.

OREBRO to DYLTA and NORA. [19-4.

Eng. Miles.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	Stations.	Trains. 1	2	3	4
Dis.	rd. o.	rd. o.	rd. o.		a. m.	p.m.				a. m.			
—	—	—	—	**Orebro** .....dep.	6 0	5 0	...	...	**Nora**.....dep.	9 0	...	...	...
6¼	0 85	0 55	0 35	Dylta Bruk	6 22	5 24	...	...	Jerle	9 23	...	...	...
10	1 25	0 85	0 55	**Dylta**.....arr.	6 32	5 30	...	...	**Dylta**.....arr.	9 45	...	...	...
...	...	...	...	,, ...dep.	6 43	5 43	...	...	,, ...dep.	9 50	...	...	...
15¾	1 85	1 25	0 80	Jerle	7 1	6 1	...	...	Dylta Bruk	9 59	...	...	...
20¾	2 50	1 75	1 15	**Nora**.....arr.	7 25	6 25	...	...	**Orebro** .....arr.	10 20	...	...	...

NORA to DYLTA and ARBOGA. [19-4.

Eng. Miles	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1*	2	3	4
Dis.	rd. o.	rd. o.	rd. o.		a. m.	a. m.		
—	—	—	—	**Nora**.....dep.	5 45	9 0	...	...
5	0 65	0 50	0 30	Jerle	6 8	9 23	...	...
10	1 25	0 90	0 55	**Dylta**.....arr.	6 25	9 45	...	...
...	...	...	...	„ .....dep.	6 32	9 50	...	...
16½	2 15	1 45	0 90	Frovi	6 48	10 8	...	...
20	2 55	1 75	1 10	Ullersätter.....	6 58	10 19	...	...
24½	3 30	2 20	1 35	Fellingsbro	7 13	10 37	...	...
34½	4 50	3 5	1 90	**Arboga**.....arr.	7 40	11 5	...	...

Stations.	Trains. 1	2	3	4
	p. m.			
Arboga .....dep.	4 30	...	...	...
Fellingsbro	4 58	...	...	...
Ullersätter.....	5 13	...	...	...
Frovi	5 23	...	...	...
Dylta.....arr.	5 38	...	...	...
„ .....dep.	5 43	...	...	...
Jerle	6 1	...	...	...
Nora .....arr.	6 25	...	...	...

* Does not run on Sundays.

Section 9.—Prussian Railways.

BERLIN TO DRESDEN AND LEIPSIC

Eng. Miles	¶ Fares 1st Class	2nd Class	3rd Class	STATIONS.	Trains. [23-8 1	*2	3	4
Dis.	Sgr.	Sgr.	Sgr.		a.m.	a.m.	p.m.	
—	—	—	—	**Berlin** .....dep	6 15	11 0	7 0	
..	..	11	9	Gross Beeren.....	6 42	11 44	7 27	
..	..	..	..	Ludwigsfelde.....	6 54	11 59	7 36	
21	30	20	16	Trebbin	7 11	12 30	7 52	
30	42	29	23	Luckenwalde.....	7 35	1 18	8 15	
38	55	38	30	Juterbog Junction ..	8 3	2 15	8 42	
..	..	..	..	Oehna	8 18	2 34	8 54	
..	..	..	..	Linda	8 29	2 52	9 5	
54½	75	52	40	Holzdorf	8 46	3 15	9 19	
62½	88	61	47	Herzberg	9 10	3 53	9 42	
69	97½	67½	52½	Falkenberg	9 26	4 21	9 59	
77	110½	76½	59½	Burxdorf	9 47	5 6	10 23	
..	..	..	..	Jacobsthal	10 0	5 30	10 37	
87	123½	85½	66½	Röderau	10 15	6 0	10 50	
116½	165	110	70	**Dresden** (127) arr	12 5	..	12 30	
129	190	130	100	Leipzig (127) „	1 0	..	..	

* Goods Trains with Passengers.

Eng. Miles	Fares. 1st Class	2nd Class	3rd Class	STATIONS.	Trains. 1	*2	3	4
Dis.	Sgr.	Sgr.	Sgr.		a.m.	a.m.	p.m.	
..	..	..	..	Leipzig [p. 127]dep.	..	..	2 30	
—	From	Rode	rau.	**Dresden** [p.127] „	6 30	..	3 0	
30	—	—	—	Röderau	8 10	10 30	4 40	
..	..	..	..	Jacobsthal	8 21	10 52	4 52	
29	16	11	9	Burxdorf.....	8 56	11 22	5 8	
47	29	20	16	Falkenberg	8 54	11 59	5 32	
53	39	27	21	Herzberg	9 14	12 34	5 53	
61	49	34	26	Holzdorf.....	9 32	1 7	6 14	
..	..	..	..	Linda	9 45	1 29	6 27	
..	..	..	..	Oehna	9 56	1 48	6 41	
77	71½	49½	38½	Juterbog Junction ..	10 14	2 26	7 0	
85	81	56	44	Luckenwalde.....	10 32	3 5	7 20	
94	..	..	..	Trebbin	10 53	3 48	7 43	
..	..	..	..	Ludwigsfelde.....	11 7	4 13	7 57	
..	..	..	..	Gross Beeren.....	11 16	4 29	8 7	
116½	123½	85½	66½	**Berlin** .....arr	11 45	5 30	8 35	

* Goods Trains with Passengers.

Children in arms, free; two children under 10 years for one ticket, in any class; one child in 1st class for a 2nd class ticket; in 2nd class for a 3rd class ticket: a child and adult in 3rd class for a 2nd class ticket. ¶ The Prussian thaler is equal to 30 silbergroschen, or 3s.; 1 silbergroschen equal to 12 pfennings, or 1½d.

Western States Trunk Railway.—GOTTENBURG, ALINGSAS, & FALKOPING.—Statens Westra Stambana.

Eng. Miles	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	+3
Dis.	rd. o.	rd. o.	rd. o.		a.m.	p.m.	p.m.
—	—	—	—	**Gottenburg** .....dep.	8 0	2 0	3 20
16	1 37	1 25	0 62	Partilled	8 20	2 20	3 40
29	3 23	2 19	1 9	Ionsered	8 40	2 40	4 0
34	3 75	2 50	1 25	Lerum	*	*	*
42½	4 78	3 19	1 59	Alingsas	9 15	3 15	4 35
54	6 0	4 0	2 0	Flods.....	10 5	4 5	5 25
58	6 47	4 31	2 16	Lagmansholm	10 30	4 30	5 50
61½	6 94	4 62	2 31	Wirgärds	10 50	4 50	6 2
65½	7 31	4 87	2 44	Foglavik	11 30	5 30	—
70½	7 97	5 31	2 66	**Falkoping**.....arr.	12 20	6 20	...

Trains. +1	2	3	Stations.	¶ Fares. 1 cl.	2 cl.	3 cl.	Eng. Miles
a.m.	a.m.	p.m.		rd. o.	rd. o.	rd. o.	Dis.
...	7 30	1 30	**Falkoping** .....dep.	—	—	—	—
...	8 25	2 25	Foglavik	0 58	0 37	0 19	5
...	9 5	3 8	Wirgärds	1 3	0 68	0 34	9½
6 0	9 23	3 23	Lagmansholm	1 41	0 94	0 47	13½
6 15	9 33	3 33	Alingsas	1 87	1 25	0 62	16½
6 45	9 55	3 55	Flods.....	2 12	1 6	1 6	20½
7 30	10 40	4 40	Lerum	2 12	1 6	1 6	20½
*	*	*	Ionsered	3 12	2 75	1 37	36½
8 5	11 15	5 15	Partilled	4 12	2 75	1 37	36½
8 25	11 35	5 35	Foglavik	4 68	3 12	1 56	41½
8 40	11 50	5 50	**Falkoping**.....arr.	5 27	3 51	1 75	46½
				7 97	5 31	2 66	70½

* Runs on Tuesdays, Wednesdays, Fridays, and Saturdays only.

* Stops when required. ¶ The Swedish Riksdaler is equal to 160 öre, or 1s. 1d.

Remarks.—Children under 3 years of age free, above 3 and under 12 half-fare. Luggage.—50 lbs. allowed free.

BERLIN to WITTENBERG, BITTERFELD, LEIPZIG, and HALLE.

Berlin-Anhaltische Eisenbahn. [23-8

Eng. Miles.	Exp. Fares. 1st class	2nd class	3rd class	Ord. Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 Gds.	Ex.	1,2,3 Gds.	1,2,3 class	Ex.	
Dis.	th sg	th sg	th sg	th sg	th sg	th sg		a.m.	a.m.	a.m.	p.m.	p.m.	
—	—	—	—	—	—	—	**Berlin** ..... dep.	...	6 45	7 20	12 45	6 30	...
...	...	...	...	...	...	...	Grossbeeren	...	...	8 4	1 13	...	...
...	...	...	...	...	...	...	Ludwigsfelde	...	...	8 13	1 22	...	...
...	...	...	...	...	...	...	Trebbin	...	7 30	8 45	1 33	7 10	...
30	1 19	...	...	1 12	0 29	0 23	Luckenwalde	...	7 52	9 29	2 4	7 29	...
38½	2 4	...	...	1 25	1 8	1 0	Juterbogk	...	8 16	10 35	2 33	7 48	...
...	...	...	...	...	...	...	Sechausen	...	...	...	...	...	...
...	...	...	...	...	...	...	Zahna	...	8 44	11 28	3 5	8 13	...
59½	3 7½	...	...	2 24½	1 28½	1 15½	**Wittenberg**	...	9 4	12 25	3 31	8 33	...
...	...	...	...	...	...	...	Bergwitz	...	9 17	12 50	3 46	8 44	...
...	...	...	...	...	...	...	Grafenhainchen	...	9 35	1 26	4 6	9 3	...
...	...	...	...	...	...	...	Burgkemnitz	...	9 45	1 44	4 17	9 12	...
...	...	...	...	...	...	...	**Bitterfeld** ..... arr.	...	10 0	2 10	4 34	9 26	...
...	...	...	...	...	...	...	**Bitterfeld** ..... dep.	7 5	10 18	2 40	4 50	9 40	...
...	...	...	...	...	...	...	Delitzsch	7 52	10 36	3 16	5 7	9 57	...
...	...	...	...	...	...	...	**Leipzig** (pp. **108, 125, 127**) ... arr.	8 20	11 10	4 10	5 38	10 35	...
...	...	...	...	...	...	...	Brehna	7 42	10 30	3 12	5 10	9 57	...
...	...	...	...	...	...	...	Landsberg	7 56	10 38	3 29	5 19	10 6	...
...	...	...	...	...	...	...	**Halle** (pages **103, 108**) ..... arr.	8 30	11 0	4 10	5 48	10 36	...

Eng. Miles.	Exp. Fares. 1st class	2nd class	3rd class	Ord. Fares. 1st class	2nd class	3rd class	Stations.	Trains. Ex.	1,2,3 Gds.	1,2,3 class	Ex.	1,2,3 Gds	
Dis.	th sg	th sg	th sg	th sg	th sg	th sg		a.m.	a.m.	a.m.	p.m.	p.m.	
—	—	—	—	—	—	—	**Halle** (pages **103, 108**) ..... dep.	3 50	5 0	8 45	6 0	7 0	...
9	0 18	0 11½	0 8½	0 15	0 10	0 7	Landsberg	4 8	5 44	9 9	6 21	7 40	...
11½	0 22½	0 14½	0 11	0 19	0 13	0 9	Brehna	4 16	6 3	9 21	6 30	7 56	...
...	...	...	...	...	...	...	**Leipzig** (pp. **108, 125, 127**)	3 50	5 0	8 50	5 50	7 0	...
12½	0 28½	0 18	0 13½	0 24½	0 16½	0 11	Delitzsch	4 21	6 10	9 29	6 24	8 3	...
19½	1 14½	0 28	0 21	1 8	0 25½	0 17½	**Bitterfeld** ..... arr.	4 33	6 34	9 44	6 38	8 26	...
18	1 6	0 22½	0 16½	1 0	0 20½	0 14½	**Bitterfeld** ..... dep.	4 45	6 59	10 0	6 55	Stop	...
...	...	...	...	...	...	...	Burgkemnitz	4 59	7 18	10 19	7 10		...
...	...	...	...	...	...	...	Grafenhainchen	5 8	7 50	10 34	7 20	...	...
...	...	...	...	...	...	...	Bergwitz	5 21	8 16	10 51	7 37	...	...
...	...	...	...	...	...	...	**Wittenberg**	5 38	9 10	11 20	7 56	...	...
...	...	...	...	...	...	...	Zahna	5 53	9 47	11 41	8 13	...	...
...	...	...	...	...	...	...	Sechausen	...	...	...	...	...	...
...	...	...	...	...	...	...	Juterbogk	6 22	10 50	12 22	8 42	...	...
...	...	...	...	...	...	...	Luckenwalde	6 37	11 30	12 42	8 56	...	...
...	...	...	...	...	...	...	Trebbin	6 54	12 8	1 6	...	...	...
...	...	...	...	...	...	...	Ludwigsfelde	7 6	12 34	1 20	...	...	...
...	...	...	...	...	...	...	Grossbeeren	7 13	12 49	1 30	...	...	...
...	...	...	...	...	...	...	**Berlin** ..... arr.	7 30	1 30	2 0	9 45	...	...

WITTENBERG, DESSAU, BITTERFELD, and COTHEN.

[23-8

Eng. Miles.	Exp. Fares. 1 cl.	2 cl.	3 cl.	Ord. Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
Dis.	th sg	th sg	th sg	th sg	th sg	th sg		a.m.	a.m.	a.m.	p.m.	p.m.	
—	—	—	—	—	—	—	BERLIN ..... dep.	...	...	6 45	12 45	...	
...	...	...	...	...	...	...	**Wittenberg** ..... „	...	*5 45	*9 55	3 45	...	
...	...	...	...	...	...	...	Koswig	...	6 16	10 33	4 9	...	
...	...	...	...	...	...	...	Klieken	...	...	...	...	...	
...	...	...	...	...	...	...	**Dessau** ..... arr.	...	7 29	11 42	5 5	...	
...	...	...	...	...	...	...	**Dessau** ..... dep.	*5 15	...	12 0	...	*8 10	
...	...	...	...	...	...	...	Jessnitz	6 10	...	1 9	...	8 57	
...	...	...	...	...	...	...	**Bitterfeld** ..... arr.	6 35	...	1 35	...	9 15	
...	...	...	...	...	...	...	**Cothen** ..... arr.	...	8 15	12 28	5 45	...	

Eng. Miles.	Exp. Fares. 1 cl.	2 cl.	3 cl.	Ord. Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	
Dis.	th sg	th sg	th sg	th sg	th sg	th sg		a.m.	a.m.	p.m.	p.m.	p.m.	
—	...	...	...	...	...	...	**Cothen** ..... dep.	3 *0	*8 50	...	6 0	...	
...	...	...	...	...	...	...	**Bitterfeld** ..... dep.	...	7 30	3 *0	...	*8 40	
...	...	...	...	...	...	...	Jessnitz	...	8 5	3 40	...	8 58	
...	...	...	...	...	...	...	**Dessau** ..... arr.	...	9 0	4 35	...	9 40	
...	...	...	...	...	...	...	**Dessau** ..... dep.	3 51	9 35	Stop	6 32	Stop	
...	...	...	...	...	...	...	Klieken	...	...	...	7 1		
...	...	...	...	...	...	...	Koswig	4 43	10 30	...	7 13	...	
...	...	...	...	...	...	...	**Wittenberg** ..... arr.	5 30	11 0	...	7 [illegible]	...	
...	...	...	...	...	...	...	BERLIN ..... „	7 30	2 0	...	9 45	...	

* Goods Trains with Passengers.

Remarks.—Luggage—50 lbs. free; every 100 lbs. extra, 5 sgr. Four-wheel carriages, 2½ Prus. doll.; two-wheel carriages, 19 Prus. doll.
† The Prussian thaler is equal to 30 silbergroschen, or 3s.; 1 silbergroschen equal to 12 pfennings, or 1d.

BERLIN TO POTSDAM AND MAGDEBURG. [6859

E. Mls.	¶ Fares. Passengers. 1 cl.	2 cl.	3 cl.	Equipages. 1 cl.	2 cl.	Stations. [NO TUNNELS.	Trains. *1	†2	3	‡4	5	6
	sgr.	sgr.	sgr.	th.sgr.	th sgr		a.m.	a.m.	noon	p.m	p.m.	
—	—	—	—	—	—	**Berlin** .....dep.	4 0	7 0	12 0	6 30	8 30	..
..	..	..	..	..	..	Zehlendorf	..	..	..	..	..	..
11¼	24	17½	12	4 0	3 0	**Potsdam**	4 45	7 30	12 30	6 55	9 5	..
..	33	24	16½	..	..	Werder	5 0	..	12 45	..	9 20	..
28¾	44	32	22	..	..	Grosskreutz.....	5 20	..	1 0	..	9 35	..
38	57	41	29	6 26½	5 15	Brandenburg	6 0	8 10	1 25	7 30	10 0	..
..	72	51	36	..	..	Wusterwitz	6 20	..	1 40	..	10 20	..
56½	86	61	43	10 6½	8 5	Genthin	7 0	8 40	2 10	8 0	10 45	..
..	100	71	50	..	..	Gusen	7 15	...	2 20	..	10 55	..
72½	110	79	55	13 3¾	10 15	Burg.....	8 0	9 10	2 40	8 30	11 15	..
89¾	140	100	70	16 20	13 10	**Magdeburg** (p. 108) arr.	11 0	10 8	4 0	9 15	1 13	..
..	..	..	..	..	..	BRUNSWICK..... arr.	..	12 35	7 35	11 40	4 35	..
..	..	..	..	..	..	HARBURG..... ,,	..	8 45	..	8 30	1 25	..
..	..	..	..	..	..	HANOVER..... ,,	..	2 30	9 55	1 5	6 30	..
..	..	..	..	..	..	CASSEL..... ,,	..	4 35	..	4 45	11 5	..
..	..	..	..	..	..	FRANKFORT-O-M. ... ,,	..	10 40	..	9 40	8 15	..
..	..	..	..	..	..	BREMEN ..... ,,	..	5 50	..	10 15	..	..
..	..	..	..	..	..	MINDEN ..... ,,	..	4 10	12 15	2 37	9 30	..
..	..	..	..	..	..	OBERHAUSEN ..... ,,	..	8 28	7 21	6 25	6 1	..
..	..	..	..	..	..	DEUTZ (Cologne) ... ,,	..	10 15	9 50	8 0	8 40	..
..	..	..	..	..	..	AIX-LA-CHAPELLE... ,,	..	1 15	3 0	10 45	..	..
..	..	..	..	..	..	BRUSSELS..... ,,	..	6 25	9 0	3 25	..	..

E. Mls.	¶ Fares. Passengers. 1 cl.	2 cl.	3 cl.	Equipages. 1 cl.	2 cl.	Stations.	Trains. ‡1	*2	3	4	†5	6
	sgr.	sgr.	sgr.	th.sgr.	th sgr		a.m.	a.m.	p.m.	a.m.	p.m.	
—	—	—	—	—	—	BRUSSELS.....dep.	9 30	..	9 30	11 0	9 30	
..	..	..	..	..	..	AIX-LA-CHAPELLE... ,,	2 30	..	8 20	5 30	3 20	
..	..	..	..	..	..	DEUTZ (Cologne) ... ,,	5 15	..	8 0	9 0	6 30	
..	..	..	..	..	..	OBERHAUSEN ..... ,,	6 45	..	10 33	11 20	8 4	
..	..	..	..	..	..	MINDEN ..... ,,	10 51	..	6 0	6 15	12 40	
..	..	..	..	..	..	BREMEN ..... ,,	7 10	..	..	5 0	10 40	
..	..	..	..	..	..	FRANKFORT-O-M. ... ,,	5 0	..	..	..	6 45	
..	..	..	..	..	..	CASSEL..... ,,	10 25	..	..	..	12 10	
..	..	..	..	..	..	HANOVER..... ,,	12 28	..	5 30	9 10	2 23	
..	..	..	..	..	..	HARBURG..... .... ,,	7 0	..	..	..	7 55	
..	..	..	..	..	..	BRUNSWICK..... ,,	2 5	..	7 35	11 45	4 10	
	From		Mag	deburg.			a.m.	a.m.	a.m.	p.m.	p.m.	
—	—	—	—	—	—	**Magdeburg**.....dep.	4 24	4 40	10 45	3 40	6 42	
15½	30	21	15	3 16½	2 25	Burg	5 0	5 30	11 35	4 25	7 15	
..	40	29	20	..	..	Gusen	..	5 50	..	4 40	..	
33½	56	40	28	6 20	5 10	Genthin	5 30	6 30	12 5	5 5	7 45	
..	70	50	35	..	..	Wusterwitz.....	..	7 0	..	5 20	..	
52½	84	60	42	10 0	8 0	Brandenburg	6 0	8 0	12 45	5 50	8 20	
61½	96	69	48	..	..	Grosskreutz	..	8 25	..	6 5	..	
..	107	76½	53½	..	..	Werder	..	8 50	..	6 20	..	
74	115	82½	57½	13 22½	11 0	**Potsdam**	6 45	9 20	2 0	7 15	9 0	
..	..	..	..	..	..	Zehlendorf	..	..	..	..	..	
89	140	100	70	16 20	13 0	**Berlin** ..... arr.	7 30	11 0	2 45	8 0	9 45	

Note.—Passengers can proceed from Berlin to Frankfort without change of carriages.

* Goods Train, with passengers. † Quick Train. ‡ Courier Train, 1 and 2 class.

Local Trains.—From **Berlin** to **Potsdam** at 8 and 10 a.m.; 12 noon; 2, 5, and 10½ p.m. From **Potsdam** to **Berlin** at 8 and 10 a.m.; 12 noon; 5, and 10 p.m.—Transit, three quarters of an hour; stopping at Zehlendorf. FARES, 1st class, 21 sgr.; 2nd class, 16 sgr.; 3rd class, 10½ sgr. For Trains from Magdeburg to Brunswick and Hanover, see pages **92 & 90.** For Trains to and from Berlin, Breslau, Vienna, and Cracow, see pages **106 & 105.**

Remarks.—LUGGAGE: 50 lbs. of Luggage free; every 10 lbs extra, 2½ sgr.

Fares by Express Trains.—From Berlin to Brunswick, 8 rthr. 15 sgr., and 5 rthr. 20 sgr.; to Hanover, 10 rthr. 17½ sgr. and 7 rthr. 2½ sgr.; to Bremen, 13 rthr. 28½ sgr., and 9 rthr. 5 sgr.; to Minden, 12 rthr. 20½ sgr., and 8 rthr. 15 sgr.; to Dusseldorf, 20 rthr., 6 sgr., and 13 rthr., 14 sgr.; to Deutz, 21 rthr. 14 sgr., and 14 rthr. 9 sgr.

¶ The Prussian Thaler is equal to 30 silbergroschen, or 3 shillings; 1 silbergroschen equal 12 pfenninge, or 1¼d.

BERLIN TO NEUSTADT and STETTIN.

Eng. Miles	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class		
Dis.	Sgr.	Sgr.	Sgr.		a. m.	a.m.	p.m.	p.m.		
—	—	—	—	**Berlin**... .....dep.	6 45	8 15	12 40	6 45	...	...
...	20	15	10	Bernau.....	...	8 48	1 18	7 20	...	...
...	30	22½	15	Biesenthal	...	...	1 36	7 38	...	...
7	40	30	20	**Neustadt**.....	8 1	10 13	1 56	7 58	...	...
...	50	37½	25	Chorin	...	...	2 16	8 23	...	...
41	60	45	30	Angermünde	8 45	11 19	2 39	8 45	...	...
51	80	60	40	Passow.....	9 16	12 2	3 11	9 13	...	...
...	90	67½	45	Casekow	...	...	3 29	9 39	...	...
...	100	75	50	Tantow	...	...	3 18	9 48	...	...
78	120	90	60	**Stettin** (page **123**) .....arr.	10 25	1 35	4 20	10 20	...	...

Eng. Miles	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class		
Dis.	Sgr.	Sgr.	Sgr.		a.m.	a m.	p.m.	p.m.		
—	—	—	—	**Stettin** .....dep.	6 55	8 10	2 0	6 30	...	...
...	20	15	10	Tantow	...	...	2 36	7 3	...	...
...	...	...	...	Casekow	...	...	2 55	7 20	...	...
27	40	30	20	Passow	8 10	10 4	3 17	7 36	...	...
37	60	45	30	Angermünde	8 43	11 10	3 47	8 6	...	...
...	...	...	...	Chorin	...	...	4 5	8 22	...	...
51	80	60	40	**Neustadt**.	9 23	12 14	4 27	8 42	...	...
...	90	67½	45	Biesenthal	...	...	4 44	8 59	...	...
...	100	75	50	Bernau.....	...	...	5 3	9 17	...	...
78	120	90	60	**Berlin** .....arr.	10 31	2 1	5 33	9 45	...	...

Eisenach to Coburg Sonneberg and Lichtenfels.—Werra Eisenbahn.

[36-7.

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. *1	*2	3	*4	5	*6		
Dis.					a.m	a.m.	a m	a m.	p.m.	7 45		
—	...	...	...	**Eisenach** (pages **117 & 120**).....dep	...	...	8 5	8 15	3 15	8 27		...
...	...	...	...	Marksuhl	...	...	...	8 57	3 50	9 4		...
...	...	...	...	Salzungen.....	...	...	8 55	9 34	4 15	9 16		...
...	...	...	...	Immelborn	...	...	9 7	9 56	4 27	9 47		...
...	...	...	...	Wernshausen	...	...	...	10 20	4 48	10 8		...
...	...	...	...	Wasungen.....	...	...	...	10 43	5 9	10 26		...
...	...	...	...	Walldorf.....	...	a.m.	...	11 0	5 21	10 38		...
...	...	...	...	**Meiningen**	...	5 50	10 0	11 39	5 35			...
...	...	...	...	Grumenthal	...	6 9	...	11 58	5 48	...		...
...	...	...	...	Themar	...	6 44	...	12 33	6 11	...		...
...	...	...	...	**Hildburghausen**	...	7 17	10 50	1 5	6 33	...		...
...	...	...	...	Eisfeld	...	7 56	...	1 47	7 0	...		...
...	...	...	...	**Coburg** .....arr.	a m	9 12	11 45	3 0	7 41	p.m		...
...	...	...	...	**Coburg** .....dep.	5 56	...	12 0	...	...	9 35		...
...	...	...	...	Deslau.....	6 14	...	12 13	...	...	9 52		...
...	...	...	...	Neustadt.....	6 40	...	12 35	...	...	10 14		...
...	...	...	...	**Sonneberg** .....arr	6 49	...	12 43	...	...	10 24		...
...	...	...	...	Niederfullbach.....	...	9 28	...	3 15	...	...		...
...	...	...	...	Ebersdorf	...	9 46	...	3 35	8 1	...		...
...	...	...	...	**Lichtenfels** (page **133**) .....arr.	...	10 8	12 9	4 0	8 15	...		...

* Goods Trains with Passengers.

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. *1	*2	3	4	*5			
Dis.					a.m.	a m.	a.m.	p.m.	p.m.			
—	...	...	...	**Lichtenfels** (page **133**) .....dep.	...	8 0	8 33	2 12	8 20		...	...
...	...	...	...	Ebersdorf	...	8 35	8 54	...	8 46		...	...
...	...	...	...	Niederfullbach.....	...	8 50	...	...	9 1		...	...
...	...	...	...	**Sonneberg**	...	7 11	...	1 17	10 50		...	...
...	...	...	...	Neustadt.....	...	7 26	...	1 35	11 4		...	...
...	...	...	...	Deslau.....	...	7 50	...	1 48	11 26		...	...
...	...	...	...	**Coburg** .....arr.	...	8 3	...	2 0	11 40		...	...
...	...	...	...	**Coburg** .....dep.	...	10 0	9 22	2 55	9 33		...	...
...	...	...	...	Elsfeld.....	...	11 10	10 10	3 36	10 31		...	...
...	...	...	...	**Hildburghausen**	...	11 52	10 47	3 59	11 4		...	...
...	...	...	...	Themar	...	12 26	11 8	4 18	11 40		...	...
...	...	...	...	Grümmenthal	a.m	12 58	11 29	...	12 10		...	...
...	...	...	...	**Meiningen**.....	6 0	1 23	11 44	4 52	12 25		...	...
...	...	...	...	Walldorf.....	6 15	1 47	11 55	...			...	...
...	...	...	...	Wasungen.....	6 38	2 8	12 7	5 12	...		...	...
...	...	...	...	Wernshausen	7 3	2 32	12 20	5 25	...		...	...
...	...	...	...	Immelborn	7 31	3 0	12 36	5 41	...		...	...
...	...	...	...	Salzungen.....	7 51	3 20	12 50	5 58	...		...	...
...	...	...	...	Marksuhl	8 50	3 55	1 13	...	...		...	...
...	...	...	...	**Eisenach** (pages **117 & 120**) .....arr.	9 20	4 30	1 38	6 40	...		...	...

* Goods Trains with Passengers.

STETTIN, BELGARD, AND COLBERG.

From Stettin to Belgard and Colberg, at 5.45 and 10.48 a.m.
From Belgard to Stettin, at 6.46 a.m., and 1.7 p.m.
From Colberg to Stettin, at 4.37 and 11.27 a.m.

HALLE, LEIPZIG, AND GERSTUNGEN.—Thuringischen Eisenbahn. [26-7

Eng. Miles	¶ Fares from Halle. Express. 1 cl.	Express. 2 cl.	Ordinary. 1 cl.	Ordinary. 2 cl.	Ordinary. 3 cl.	Stations.	Trains. 1	2	*3	†4	5	6	†7
Dis.	Sgr.	Sgr.	Sgr.	Sgr.	Sgr.			a.m.	p.m.	a.m	p.m.	p.m.	p.m.
...	...	...	...	...	...	BERLIN [page 114] .....dep.		...	11 0	7 0	...	12 45	6 30
...	...	...	...	...	...	DRESDEN [page 127].....dep.		...	4 15	...	...	2 45	6 0
—	—	—	—	—	—	**Halle**		5 10	8 30	11 10	1 55	7 20	10 50
7½	15	9	14	8	7	Merseburg.....		5 30	9 3	11 28	2 16	7 41	11 7
—	—	—	—	—	—	**Leipzig**		5 0	8 15	10 55	1 40	7 5	10 35
...	...	...	...	...	...	Markranstedt		5 21	8 50	...	2 3	7 28	...
...	...	...	...	...	...	Kotschau		5 31	9 3	...	2 14	7 39	...
...	...	...	...	...	...	Durrenberg		5 39	9 15	...	2 23	7 48	...
...	...	...	...	...	...	**Corbetha**		5 53	9 30	11 37	2 40	8 6	11 17
...	26	15	24	14	11	**Corbetha** [1]		6 3	9 42	11 44	2 45	8 16	11 23
...	...	...	...	...	...	**Gera**		3 45	...	9 49	...	6 32	...
...	...	...	...	...	...	Kostritz.....		4 4	...	10 4	...	6 47	...
...	...	...	...	...	...	Crossen		4 21	...	10 16	...	6 59	...
...	...	...	...	...	...	**Zeitz**.....		4 52	...	10 45	...	7 28	...
...	...	...	...	...	...	Teuchern		5 32	...	11 21	...	8 4	...
...	...	...	...	...	...	**Weissenfels**		6 3	...	11 49	...	8 40	...
19½	36	21	34	19	15	**Weissenfels**	* Goods Train with Passengers. †1 and 2 Fast.	6 14	10 18	11 58	2 57	8 31	11 36
27½	51	30	48	27	21	Naumburg		6 33	11 0	12 15	3 18	8 56	11 53
...	...	...	...	...	...	Kosen.....		6 46	11 20	...	3 33	9 11	...
...	...	...	64	36	28	Sulza		6 58	11 42	...	3 48	9 26	...
44½	81	47	75	43	33	Apolda	a.m.	7 25	12 26	12 50	4 12	9 50	12 28
53½	99	59	92	52	40	Weimar	5 27	7 50	1 20	1 11	4 39	10 18	12 49
...	...	...	...	...	...	Vieselbach.....	5 48	8 10	1 50	...	4 59	10 38	...
66	125	75	115	65	50	**Erfurt**.....	6 6	8 27	2 50	1 37	5 15	10 49	1 15
74	...	...	128	72	56	Dietendorf.....	6 26	8 46	3 35	...	5 35		...
83½	157	94	145	82	63	**Gotha**	6 54	9 12	4 30	2 11	6 2	...	1 50
89½	...	...	155	87	68	Frottstedt	7 15	9 27	4 59	...	6 18	...	...
102	192	116	175	99	77	**Eisenach** [page 120]	7 41	9 57	5 59	2 52	6 54	...	2 32
...	...	...	189	106	83	Herleshausen		10 15	6 29	...	7 12	...	...
116½	222	134	201	113	88	**Gerstungen** .....arr.	...	10 40	6 53	3 25	7 30	...	3 5
167½	...	...	278	168	126	CASSEL [page 92] .....arr.	...	...	...	...	5 45	10 0 a.m.	5 28
...	...	...	...	...	...	» HEIDELBERG [page 91]	...	...	...	...	...	p.m.	12 30
...	...	...	...	...	...	KEHL, STRASBOURG [page 94] ...	...	...	...	...	...	...	4 18

Eng. Miles	Fares fr. Gerstungen. Express. 1 cl.	Express. 2 cl.	Ordinary. 1 cl.	Ordinary. 2 cl.	Ordinary. 3 cl.	Stations.	Trains. 1	*2	3	†4	5	6	†7
Dis.	Sgr.	Sgr.	Sgr.	Sgr.	Sgr.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	...	...	...	...	...	KEHL, STRASBOURG [page 95] dep.	...	...	...	...	...	...	...
...	...	...	...	...	...	HEIDELBERG [page 91].....	...	...	...	...	...	...	...
...	...	...	...	...	...	CASSEL [page 92]	...	...	...	11 10	...	...	...
—	—	—	—	—	—	**Gerstungen**.....dep.	...	4 52	7 30	1 35	4 7	...	11 35
...	...	...	12	7	5	Herleshausen	...	5 15	...	...	4 24	...	...
14½	29	18	26	14	11	**Eisenach** [page 120]	...	6 3	8 8	2 9	4 53	7 0	12 9
26	...	...	44	25	20	Frottstedt	...	6 59	8 40	...	5 25	7 41	...
33½	63	39	56	31	25	**Gotha**	...	7 43	9 1	2 48	5 46	8 10	12 48
42	...	...	73	41	32	Dietendorf.....	...	8 18	9 25	...	6 9	8 41	...
51	97	59	86	48	38	**Erfurt**..	4 25	9 3	9 48	3 23	6 32	9 7	1 23
...	...	...	...	...	...	Vieselbach.....	4 39	9 25	10 2	...	6 46	9 28	...
63½	122	74	109	61	48	Weimar	5 4	10 15	10 28	3 52	7 12	10 0	1 51
72½	141	86	126	70	55	Apolda	5 30	11 18	10 55	4 13	7 38		2 10
...	...	...	136	77	60	Sulza	5 48	11 53	11 13	...	7 56		...
...	...	...	...	...	...	Kosen.....	6 1	12 19	11 27	...	8 10		...
88½	170	103	153	86	67	Naumburg.....	6 16	12 49	11 41	4 48	8 25		2 43
97	185	112	167	94	73	**Weissenfels**	6 41	1 43	12 6	5 6	8 50		3 1
...	...	...	...	...	...	**Weissenfels**	6 46	...	3 13	...	8 59		...
...	...	...	...	...	...	Teuchern	7 21	...	3 54	...	9 32		...
...	...	...	...	...	...	**Zeitz**.....	7 51	...	4 26	...	10 1		...
...	...	...	...	...	...	Crossen	8 23	...	5 4	...	10 31		...
...	...	...	...	...	...	Kostritz.....	8 36	...	5 21	...	10 42		...
...	...	...	...	...	...	**Gera**	8 49	...	5 38	...	10 55		...
...	196	119	177	99	77	**Corbetha** [1]	6 55	2 40	12 25	5 21	9 8		3 15
...	...	...	...	...	...	**Corbetha**	7 2	2 48	12 26	5 21	9 13		3 18
...	...	...	...	...	...	Durrenberg	7 14	3 0	12 38	...	9 19		...
...	...	...	...	...	...	Kotschau	7 24	3 15	12 47	...	9 28		...
...	...	...	...	...	...	Markranstedt	7 41	3 34	1 1	...	9 42		...
...	...	...	...	...	...	**Leipzig**	8 8	4 2	1 25	6 2	10 6		4 0
108½	206	125	187	105	81	Merseburg.....	7 18	3 18	12 42	5 34	9 29		3 26
116½	222	134	201	113	88	**Halle**	7 35	3 45	1 0	5 50	9 48		3 40
...	...	...	...	...	...	DRESDEN [page 114].....arr.	...	...	...	...	...		...
...	...	...	...	...	...	BERLIN [page 127] .....arr.	...	...	...	...	...		...

* Goods Train with Passengers. †1 and 2 Fast.

Remarks.—50 lbs. luggage free; 10 lbs. extra, ½ sgr. 4-wheeled car. 22 Prus. coll.; 2-wheeled car 16½ Prus. do. (1) Corbetha is the junction for Leipzig. ¶ The Prussian Thaler is equal to 30 Silbergroschen, or 3s.; 1 Silbergroschen equal 12 pfennings, or 1¼d.

FROTTSTEDT AND WALTERSHAUSEN.—4½ English Miles.—From FROTTSTEDT to WALTERSHAUSEN, 30 minutes after the arrival of every Train at Frottstedt. WALTERSHAUSEN to FROTTSTEDT, 15 min. before the dep. of the Trains from Frottstedt. Fares.—2nd class 3 sgr.; 3rd class 2 sgr.

FRANKFORT-ON-THE-ODER, KREUZ, DANZIG, AND KONIGSBERG.

—Konigliche Ostbahn. [8-12*

Eng. Miles.	¶ Fares. Express. 1 cl.	Express. 2 cl.	Ordinary. 1 cl.	Ordinary. 2 cl.	Ordinary. 3 cl.	Ordinary. 4 cl.	Stations.	Trains. 2, 3, 1 class	2, 3, 4 class	1, 2, 3 class	2, 3, 4 class	2, 3, 4 class	1 & 2 Ex.	
Dis.	sgr.	sgr.	sgr.	sgr.	sgr.	sgr.	[No tunnels. Berlin .....dep.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
...	...	...	...	...	...	...		...	...	8 30	12 45	...	10 45	
								a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	
—	—	—	—	—	—	—	**Frankfort-on-O.** dp.	...	...	10 50	3 40	7 40	12 52	...
7	...	...	10	7	5	3	Lebus.....	...	...	11 10	4 15	8 10	...	...
11	...	...	15	11	8	4	Podelzig	...	...	11 22	4 54	8 34	...	...
18½	28	20	24	18	12	6	Custrin	...	...	11 47	5 54	9 14	1 34	...
23½	...	...	36	27	18	9	Tamsel	...	...	12 4	6 16	9 35	...	...
32	49	35	42	32	21	11	Vietz	...	...	12 26	6 55	10 10	2 6	...
37	...	...	48	37	24	13	Döllens-Radung	...	...	12 38	7 11	10 26	...	...
39½	...	...	54	41	27	14	Dutingshof	...	...	12 48	7 24	10 30	...	...
46½	71	51	61	46	31	16	Landsberg	...	...	1 13	8 17	11 2	2 41	...
54½	...	...	71	54	36	18	Zantoch.....	...	...	1 36	8 57	Stop	...	...
59½	...	...	77	59	39	20	Gurkow	...	...	1 48	9 14		...	...
65	38	70	84	63	42	21	Friedeberg	...	...	2 9	9 47		3 20	...
68½	...	...	90	68	45	23	Alt-Carbe	...	...	2 14	10 2	...	...	...
76	114	81	98	73	49	25	Driesen	...	...	2 31	10 45	...	3 43	...
84	126	90	108	81	54	27	**Kreuz**.....arr.	...	a.m.	2 51	11 14	...	4 0	..
...	...	...	...	...	...	...	,, ...dep.	...	4 42	3 16	Stop	...	4 10	...
90½	137	98	117	88	59	30	Fllehne	...	5 27	3 35		...	4 27	...
106	159	114	137	103	69	35	Schonlanke	...	6 39	4 10		...	4 57	...
120	180	129	155	116	78	39	Schneidemühl	...	7 51	4 48	...	...	5 29	...
131½	...	...	171	128	86	43	Miasteczko	...	8 45	5 13	...	...	...	...
136½	205	147	176	132	88	44	Bialosliwe	...	9 20	5 31	...	...	6 3	...
143½	...	...	186	139	93	47	Osiek	...	9 55	5 50	...	...	...	...
167	236	169	202	152	101	51	Nakel.....	...	11 19	6 27	...	...	6 43	...
173½	261	187	224	168	112	56	**Bromberg**	...	1 16	7 17	...	...	7 28	...
185½	279	200	230	180	120	60	Kotomierz	...	2 14	7 47	...	...	7 55	...
198½	299	214	256	192	128	64	Terespol	...	3 23	8 26	...	...	8 25	...
206½	...	...	265	199	133	67	Laskowitz.....	...	3 59	8 45	...	...	...	...
215½	324	232	278	209	139	70	Warlubien	...	4 58	9 9	...	...	9 0	...
227	342	244	293	220	147	74	Czerwinsk	...	6 1	9 41	...	...	9 27	...
240	361	258	309	232	155	78	Pelplin	...	6 58	10 9	...	...	9 51	...
252	379	271	325	244	163	82	**Dirschau** .....arr.	...	7 40	10 36	a.m.	p.m.	10 14	...
	—	—	—	—	—	—	— **Dirschau**....dep.	...	...	10 56	6 42	12 41	10 30	...
	...	...	9	7	5	3	7 Hohenstein	...	...	11 12	7 14	1 13	10 46	...
	...	..	18	13	9	5	14 Praust	...	...	11 28	7 46	1 45	11 2	...
	...	...	25	19	13	7	19½ **Danzig** .....arr.	...	...	11 41	8 6	2 5	11 15	...
...	...	...	...	...	...	...	**Dirschau**.....dep.	6 27	...	10 51	Stop	Stop	10 24	...
247½	...	...	332	249	166	83	Simonsdorf	7 0	...	11 12			...	...
263	396	283	339	255	170	85	Marienburg	7 44	...	11 41	...	...	10 54	...
270	406	290	348	261	174	87	Altfelde.....	8 16	...	12 2	...	...	11 10	...
275	...	...	354	266	177	89	Grunau	8 30	...	12 18	...	...	...	...
280½	423	302	362	272	181	91	Elbing	9 1	...	12 46	...	...	11 38	...
289	434	310	372	279	186	93	Güldenboden	Stop	...	1 13	...	...	11 56	...
296	446	318	382	287	191	96	Schlobitten		...	1 30	...	...	12 14	...
300½	452	323	398	291	194	97	Mühlhausen.....		...	1 54	...	...	12 25	...
307	...	...	...	...	...	...	Tiedmannsdorf	...	....	2 13	...	...	...	...
324½	473	338	406	305	203	102	Braunsberg	...	...	2 53	...	...	12 58	...
332½	485	346	415	312	208	104	Heiligenbeil.....	...	...	3 18	...	...	1 14	...
340	496	354	425	319	213	107	Wolitnik	...	...	3 41	...	...	1 30	...
345	504	360	432	324	216	108	Ludwigsort	...	...	4 2	...	...	1 43	...
352½	515	368	442	332	221	111	Kebbelbude	...	...	4 28	...	...	2 1	...
346	...	...	...	...	...	...	Seepothen.....	...	...	4 39	...	...	...	...
363	531	379	455	342	228	114	**Konigsberg** ....arr.	...	...	5 0	...	...	2 21	...

* Remarks.—Children under 3 years of age free; up to 10 years of age, two for the price of one ticket.
Luggage: 50 lbs. free; for every 10 lbs. overweight, 2 pfennings per mile. Droskas from the station to the town, 7 sgr.
Travelling carriages, 1st class 25 sgr., 2nd class 20 sgr. per mile.

¶ The Prussian thaler is equal to 30 silbergroschen, or 3s. ; 1 silbergroschen equal 12 pfennings, or 1d.

KONIGSBERG, DIRSCHAU, DANZIG, KREUZ, and FRANKFORT-ON-THE-ODER.—Konigliche Ostbahn. [8-12*

¶ Fares.

Eng. Miles.	Express. 1 cl.	Express. 2 cl.	Ordinary. 1 cl.	Ordinary. 2 cl.	Ordinary. 3 cl.	Ordinary. 4 cl.	Stations.	Trains. 2,3,4 class	2,3,4 class	1 & 2 Ex.	1,2,3 class	2,3,4 class	1,2,3 class	2,3,4 class
Dis.	sgr.	sgr.	sgr.	sgr.	sgr.	sgr.	[NO TUNNELS.	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	p.m.
—	—	—	—	—	—	—	**Konigsberg** ....dep.	7 38	...	2 34	11 58	...	...	...
7	...	...	...	...	...	...	Seepothen	7 55	...	...	12 21	...	...	...
11	...	...	...	...	...	...	Kobbelbude	8 6	...	2 56	12 37	...	...	...
18	28	20	24	18	12	6	Ludwigsort	8 26	...	3 12	1 7	...	...	...
23	...	...	...	...	...	...	Wolitnik	8 40	...	3 23	1 27	...	...	...
31	...	...	...	...	...	...	Heiligenbeil	9 2	...	3 43	1 50	...	...	...
38	58	42	50	37	25	13	Braunsberg	9 26	...	3 59	2 34	...	...	...
46	...	...	...	...	...	...	Tiedmannsdorf	9 46	...	...	2 59	...	...	...
52½	...	...	68	51	34	17	Muhlhausen	10 3	...	4 28	3 19	...	...	...
57	...	...	...	...	...	...	Schlobitten	10 17	...	4 39	3 35	...	...	...
64	97	70	83	63	42	21	Guldenboden	10 38	...	4 55	4 0	p.m.	...	...
71½	109	78	93	70	47	24	Elbing	11 4	...	5 15	4 30	7 2	...	...
78	...	...	...	...	...	...	Grunau	11 23	...	..	4 49	7 32	...	...
83	126	90	108	81	54	27	Altfelde	11 37	...	5 37	5 5	7 58	...	...
89	136	97	117	88	59	30	Marienburg	11 57	...	5 53	5 33	8 45	...	...
96	...	...	...	...	...	...	Simonsdorf	12 16	...	...	5 54	9 13	...	...
100½	152	109	130	98	65	33	**Dirschau** .....arr.	12 31	...	6 18	6 12	9 42	a.m.	p.m.
—	—	—	—	—	—	—	— **Danzig** .....dep.	...	...	5 25	5 30	8 56	9 14	2 30
...	...	...	8	6	4	2	6½ Praust	..	...	5 40	5 45	9 26	9 29	3 0
...	...	...	16	12	8	4	12½ Hohenstein	...	...	5 56	6 1	9 58	9 45	3 32
...	29	21	25	19	13	7	19½ **Dirschau** ....arr.	...	...	6 12	6 17	10 22	10 1	3 50
100½	152	109	130	98	65	33	**Dirschau** .....dep.	...	8 55	6 28	6 32	Stop	Stop	Stop
113	...	...	...	...	...	...	Pelplin	...	9 52	6 53	7 3			
125½	190	136	163	122	82	41	Czerwinsk	...	10 57	7 22	7 36	...	...	...
136½	207	148	178	133	89	45	Warlubein	...	12 0	7 45	8 11	...	...	...
147	...	...	...	...	...	...	Laskowitz	...	12 43	...	8 44	...	...	...
153½	233	166	199	150	100	50	Terespol	...	1 27	8 21	9 4	...	...	...
168	...	...	...	...	...	...	Kotomierz	...	2 21	8 47	9 30	...	...	...
178½	270	193	232	174	116	58	**Bromberg**	...	3 45	9 22	10 28	...	...	...
197	295	211	253	190	127	64	Nakel	...	5 3	9 52	11 11	...	...	...
210	...	...	...	...	...	...	Osiek	...	6 0	...	11 19	...	...	...
215	326	233	280	210	140	70	Bialosliwe	...	6 43	10 28	12 7	...	...	...
222	...	...	...	...	...	...	Miasteczko	...	7 8	...	12 20	...	...	...
233	351	251	301	226	150	76	Schneidemuhl	...	8 15	11 4	12 57	...	...	...
245½	372	266	319	240	160	80	Schonlanke	...	9 21	11 30	1 31	...	...	...
261	395	282	339	254	170	85	Filehne	...	10 29	11 57	2 8	...	...	...
268	406	290	348	261	174	87	**Kreuz**.....arr.	a.m.	10 52	12 9	2 24	...	...	...
..	...	...	...	...	...	...	,, ...dep.	5 56		12 19	2 54	...	...	...
277	418	299	358	269	179	90	Driesen	6 48	Stop	12 36	3 15	...	...	...
285	...	...	...	...	...	...	Alt-Carbe	7 10		...	3 30	...	...	...
288	...	...	...	...	...	...	Friedeberg	7 44	...	12 57	3 42	...	...	...
294	...	...	...	...	...	...	Gurkow	8 1	...	...	3 54	...	...	...
299	...	...	...	...	...	...	Zantoch	8 27	...	...	4 7	...	...	...
307	461	329	395	296	198	99	Landsberg	9 30	...	1 36	4 36	...	...	...
314	...	...	...	...	...	...	Duringshof	9 51	...	...	4 58	...	...	...
316	...	...	...	...	...	...	Döllens-Radung	10 5	...	...	5 2	...	...	...
321	...	...	...	...	...	...	Vietz	10 30	...	2 7	5 16	...	...	...
330	...	...	...	...	...	...	Tamsel	10 58	...	...	5 35	...	...	...
335	503	359	431	324	216	108	Custrin	11 59	...	2 40	6 0	...	...	...
342	514	368	441	331	221	111	Podelzig	12 50	...	...	6 20	...	...	...
346	...	...	...	...	...	...	Lenus	1 17	..	...	6 34	...	...	...
353	531	379	455	342	228	114	**Frankfort-on-O.**arr.	1 42	...	3 18	6 52	...	...	...
..	...	...	...	...	...	..	BERLIN (page 121)arr.	p.m. 4 47	...	a.m. 5 30	p.m. 9 5	...	...	...

Remarks.—Children under 2 years of age free; up to 10 years of age, two for the price of one ticket.
LUGGAGE: 50 lbs. free; for every 10 lbs. overweight, 2 pfennings per mile. Droskas from the station to the town, sgr.
Travelling carriages, 1st class, 25 sgr., 2nd class, 20 sgr. per mile.
¶ The Prussian thaler is equal to 30 silbergroschen, or 3s. 1 silbergroschen equal 12 pfennings or 1d.

WARBURG, CARLSHAFEN, HUMME, CASSEL & EISENACH.—Kurfurst Friedrich Wilhelms-Nordbahn. [15-1

English Miles.	¶ Fares. 1st Class	2nd Class	3rd Class	Stations.	Trains. † 1	2	† 3	*4
Dis.		sgr.	sgr.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Warburg** ..... dep.	4 10	..	2 35	7 45
..	..	..	..	Liebenau	4 37	..	2 54	7 57
—	—	—	—	**Carlshafen** ..... dep.	4 25	..	..	7 20
..	..	..	..	Helmarshausen [T. 739 E. ft.]	4 38	..	..	7 26
..	..	..	..	Trendelburg	4 59	..	..	7 45
10½	13½	9	5½	**Humme** ..... arr.	5 9	..	..	7 55
13	16½	11	7	Humme	5 17	..	3 20	8 16
16	21	14	9	Hofgeismar	5 41	..	3 32	8 24
..	..	..	..	Grebenstein	6 18	..	3 44	8 34
..	..	..	..	Mönchehof	6 53	..	4 7	8 49
32	50½	36½	26	**Cassel** (page 80) ..... arr.	7 15	..	4 25	9 5
	From Cassel.			..... dep.	7 45	11 10	6 30	9 15
—	—	—	—	,, Wilhelmshöhe	7 55	11 15	6 40	9 20
9½	12	8	5	Guntershausen ..... (1)	8 25	11 40	7 10	9 50
..	..	..	..	Guxhagen ....[T. 1592 E. feet.]	8 37	11 45	7 25	..
18½	24	16	10	Melsungen	9 13	12 3	8 0	10 12
..	..	..	..	Beiseförth.... [T. 879 E. feet.]	9 30	12 18	8 20	..
25½	33	22	14	Altmorschen	9 53	12 26	8 40	10 29
33½	43½	29	18	Rothenburg	10 23	12 40	9 15	10 47
37	48	32	20	Bebra....[T. 3629 E, feet long.]	10 50	12 52	9 45	10 56
..	..	..	..	Hönebach	11 35	1 15	10 25	..
51	77	55	38½	**Gerstungen**	12 0	1 30	10 45	11 30
66	103	69	49	**Eisenach** ..... arr.	..	2 9	..	12 9
..	..	..	..	GOTHA (page 117) .....arr.	..	2 48	..	12 48
..	..	..	..	ERFURT (page 117) .... ,,	..	3 23	..	1 23
..	..	..	..	WEIMAR (page 117) .... ,,	..	3 52	..	1 51
						p.m.		a.m.
..	..	..	..	HALLE (page 117) ..... ,,	..	5 50	..	3 40
187	287	173	130	LEIPSIC (page 114) ..... ,,	..	6 2	..	4 0
						p.m.		a.m.
..	..	..	..	MAGDEBURG (page 108) ,,	..	9 15	..	9 50
						p.m.		a.m.
283½	459	276	214	BERLIN (page 115) ..... ,,	..	10 0	..	7 48

Extra Train from Cassel to Gerstungen at 5.10. a. m.

* Quick Train. 1st and 2nd Class, between Cassel and Gerstungen.

† Goods, with 2nd and 3rd Class Passengers.

(1) For Trains from Guntershausen to Frankfort-on-the-Maine, see page 80.

Remarks.—LUGGAGE: 50 lbs. of Luggage are allowed free of charge.

¶ The Prussian thaler is equal to 30 silbergroschen, or 3s.; 1 silbergroschen equal 12 pfenninge, or 1½d.

English Miles.	Stations.	Trains. * 1	† 2	3	4
	BERLIN (page 115). MAGDEBURG (page 93). LEIPSIC (p 114). HALLE (p117)				
Dis.		a.m.	a.m.	p.m.	p.m.
—	**Eisenach** ..... dep.	2 32	...	2 52	6 54
14¼	**Gerstungen**	3 15	4 0	3 30	7 35
..	Hönebach	...	4 37	3 48	7 54
28¾	Bebra....[T. 3629 E. ft. long]	3 48	5 17	4 4	8 15
32½	Rothenburg	3 57	5 31	4 13	8 25
40¼	Altmorschen	4 15	6 15	4 36	8 47
..	Beiseförth [T. 879 E. feet long]	...	6 28	4 45	8 56
47¼	Melsungen	4 31	6 49	4 54	9 7
..	Guxhagen.. [T. 1592 E. feet]	...	7 18	5 10	9 27
56½	Guntershausen (1)	5 8	7 36	5 25	9 39
..	Wilhelmshöhe	5 23	7 59	5 40	9 55
66	**Cassel** .....arr.	5 28	8 7	5 45	10 0
—	,, ...dep.	5 43	12 30	7 30	Stop
..	Mönchehof	6 3	12 53	7 55	
..	Grebenstein	6 19	1 13	8 15	
15¾	Hofgeismar	6 28	1 24	8 25	...
19¼	Hümme.....	6 40	1 44	8 40	...
—	**Humme** .....dep.	6 45	...	8 40	...
.	Trendelburg.....	6 55	...	8 50	...
..	Helmarshausen[T.739E.f.	7 15	...	9 9	...
30	**Carlshafen** ....arr	7 25	...	9 15	...
..	Liebenau	6 56	2 0	8 55	...
32½	**Warburg** .....arr.	7 9	2 23	9 10	...
..	PADERBORN (page 99) arr.	...	...	...	...
..	HAMM (page 99)..... ,,	10 59	6 33	..	...
..	ELBERFELD (page 98) ,,	1 45	10 0	...	...
..	DUSSELDORF (page 98) ,,	2 42	9 23	...	...
..	COLOGNE (page 87).... ,,	4 50	10 15	...	...
..	MINDEN (page 86) .... ,,	5 45	10 36	...	...
..	HANOVER (page 103).. ,,	1 30	1 30	...	...
..	BRUNSWICK (page 102) ,,	...	...	...	...
..	BREMEN (page 101) .. ,,	5 50	5 50	...	...
..	HARBURG (page 100).. ,,	8 45	8 45	...	...

* Quick Train, 1st and 2nd Class to Cassel. † Between Gerstungen and Cassel, Goods Train with 2nd and 3rd Class Passengers; between Cassel and Warburg Passenger Train only. (1) For Trains from GUNTERSHAUSEN to FRANKFORT-ON-THE-MAINE, see p. 92.

Remarks.—LUGGAGE: 50lbs. allowed free of charge.

BERLIN, FRANKFURT, HANSDORF, SAGAN, GLOGAU, KOHLFURT, GORLITZ, AND BRESLAU.—Königlich, Niederschlesische-Märkische Eisenbahn and Niederschlesische Zweigbahn. [6104

Miles.	Fares. Exp. 1 Cl.	Exp. 2 Cl.	Ordinary. 1 Cl.	Ordinary. 2 Cl.	Ordinary. 3	Ordinary. 4 Cl.	Stations.	TRAINS. 1	2	3	Ex. 1 & 2	5
Dis.	sgr.	sgr.	sgr.	sgr.	sgr.	sgr.	STETTIN [116]	a.m.	p.m	p.m.	p.m.	a.m.
—	—	—	—	—	—	—	**Berlin** .....dep.	8 45	12 45	6 15	10 45	11 30
6¼	...	...	10	7	5	2½	Cöpenick.....	9 0	1 0	6 30	...	11 45
14½	...	...	20	14½	10	5	Erkner.....	9 15	1 15	6 45	...	
20¾	44	31½	38	28	19	9½	Fürstenwalde ...	9 45	2 0	7 30	11 30	...
38¼	...	...	50	37½	25	12½	Briesen	10 15	2 15	7 45	...	a.m
49¾	76	54	65	48½	32½	16½	**Frankfurt**	10 45	3 15	8 30	12 15	5 30
53¾	...	...	...	...	...	...	Finkenheerd	11 0	Stop	8 45	...	6 0
63¾	...	...	84	63	42	21	Fürstenberg	11 15		9 15	...	...
66	...	...	88	65½	44	22	Neuzelle	11 30		9 30	...	7 0
79½	121	86	108	77	51½	26	Guben	12 10	...	10 0	1 15	8 15
85¾	...	...	116	86½	58	29	Jesznitz	12 30	...	10 30	...	9 0
95¾	146	104	125	93½	62½	31½	Sommerfeld	12 45	...	*3 15	1 45	10 0
112	171	122	147	109	73	37	Sorau	1 45	...	4 0	2 30	11 30
117½	179	127½	153	114½	76½	38½	Hansdorf Jun. ...	2 0	...	4 15	2 45	...
							[6159		a.m.			
—	—	—	—	—	—	—	**Hansdorf Jn**	2 45	6‡30	4 15	...	...
7	...	...	9	7	4½	...	**Sagan**	3 9	7 7	4 36	...	...
12½	...	...	16½	12½	8½	...	Buchwald.....	3 30	7 37	...	...	...
17½	...	...	22½	17	11½	...	Sprottau	3 50	8 8	5 7	...	...
24½	...	...	32	24	16	...	Waltersdorf.....	4 0	8 42	...	...	...
32½	...	...	41½	31½	21	...	Quaritz	4 40	9 17	5 45	...	...
35	...	...	45	34	22½	...	Klopschen	4 45	9 49	5 53	...	...
41½	...	...	57	43	28½	...	**Glogau (123)**	5 0	10 20	6 15	...	...
									Stop			
121½	...	...	158	119	79	40	Halbau	2 15		4 30	...	...
129¾	...	...	167	125½	83½	42	Rauscha	2 30		4 45	...	...
137½	209	149	179	134	89	45	Kohlfurt Jun.....	3 0	...	5 30	3 15	...
...	...	...	...	...	...	...	**Kohlfurt Jn.**	3 15	...	5 45	3 40	...
...	...	...	189	141	94	7½	Penzig	3 30	...	6 0	3 45	...
13	335	167½	201	151	100	50½	**Gorlitz**	4 0	...	6 30	4 30	...
145½	...	...	189	141½	94	47½	Siegersdorf.....	3 15	...	5 45	...	a.m.
153½	233	166	200	149	99½	50	Bunzlau	3 45	...	6 15	4 0	8 0
169¾	...	...	221	165½	110½	55½	Hainau	4 30	...	7 0	...	10 0
181	275	196	235	176½	117½	59	Leignitz	5 0	...	7 45	5 0	11 15
187	...	...	245	184½	122½	61½	Spittelndorf	5 15	...	8 0	...	12 0
198	296	211	253	190½	126½	63½	Maltsch	5 30	...	8 15	5 30	12 45
209	...	...	260	196	130	65	Neumarkt	5 45	...	8 30	...	1 30
209	...	...	268	201½	134	67	Nimkau	6 0	...	9 0	...	2 0
21	...	...	276	208	138	69	Lissa	6 30	...	9 15	...	2 30
21	33	237½	285	215	142½	71½	**Breslau** ...arr.	7 15	...	10 0	6 30	3 30
							CRACOW 141]	p m.		a.m.	a.m.	

Miles.	Fares. Exp. 1 Cl.	Exp. 2 Cl.	Ordinary. 1 Cl.	Ordinary. 2 Cl.	Ordinary. 3 Cl.	Ordinary. 4 Cl.	Stations,	TRAINS. 1	2	3	Ex. 1 & 2	5
Dis.	sgr.	sgr.	sgr.	sgr.	sgr.	sgr.	DRESDEN [128]	a.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	—	—	—	**Breslau** ...dep.	7 0	5 45	2 15	9 30	...
6¾	...	...	9	7	4½	2½	Lissa	7 10	6 0	2 45	...	...
13½	...	...	17	13½	8½	4½	Nimkau	7 15	6 15	3 15	...	...
19½	...	...	25	19	12½	6½	Neumarkt	7 30	6 30	3 45	...	...
25¾	37	26½	32	24½	16	8	Maltsch	7 45	6 45	4 30	10 0	...
33¼	...	...	40	30½	20	10	Spittelndorf	8 0	7 0	5 15	...	...
39¾	58	41½	50	38½	25	12½	Liegnitz	8 30	7 30	6 30	10 30	...
49¼	...	...	64	49½	32	16	Hainau	9 0	8 0	8 0	...	...
67¼	100	71½	85	66	43	21½	Bunzlau	9 45	8 45	10 0	11 30	...
74½	...	...	96	73½	48½	24	Siegersdorf.....	10 0	9 0	Stop	...	...
—	150	107	128	98	64½	32	**Gorlitz**	9 45	8 45	...	11 15	...
...	...	...	116	88	58½	29	Penzig	10 0	9 0	...	11 30	...
13	...	...	...	...	...	...	**Kohlfurt Jn.**	10 30	9 30	...	12 0	...
82	134	88½	106	81	53½	26½	Kohlfurt.....	10 30	9 30	...	12 0	...
89¾	...	...	118	89½	59	29½	Rauscha.....	10 45	10 0	...	...	...
93¾	...	...	127	96	63½	31½	Halbau	11 0	10 15	...	...	...
			Fro	m G	loga	u.				p m.		
—	—	—	—	—	—	—	**Glogau (123)**	9 27	...	‡1 15	8 57	...
9½	...	...	12	9	6	...	Klopschen	9 53	...	2 5	9 27	...
11¾	...	...	16	12	8½	...	Quaritz	10 2	...	2 25	9 38	...
19¾	...	...	25½	19	13	...	Waltersdorf.....	10 19	...	2 56	9 55	...
26¾	...	...	35	26½	17½	...	Sprottau	10 40	...	3 46	10 18	...
31½	...	...	46	31	20½	...	Buchwald.....	10 51	...	4 10	10 29	...
37	...	...	48	36	24	...	**Sagan**	11 8	...	4 43	10 47	...
44¼	...	...	57	43	28½	...	**Hansdorf Jn**	11 22	...	5 10	11 3	...
										p.m.		
102¾	151	110	132	100½	66	33	Hansdorf Jun. ...	11 15	10 30	...	12 45	...
107¾	162	115½	138	106	69½	34½	Sorau	11 30	*4 15	1 0	1 0	...
123¾	187	133½	160	121½	80	40	Sommerfeld	12 15	4 45	2 30	1 30	...
135¼	...	...	169	128½	84½	42½	Jesznitz	12 30	5 0	3 15	...	...
141¾	212	151½	182	138	91	45½	Guben	1 0	5 30	4 15	2 15	...
152½	...	...	197	149½	98½	49½	Neuzelle	1 30	6 15	5 15	...	...
156	...	...	201	153	100½	50½	Furstenberg	1 45	6 30	5 30	...	...
166	...	...	...	...	...	...	Finkenheerd	2 0	6 45	6 15	...	p.m.
169½	257	183½	220	166½	110	55	**Frankfurt**	2 30	7 15	7 45	3 15	7 30
181½	...	...	235	177½	117½	59	Briesen ...s.....	3 30	7 45	Stop	...	7 45
190	289	206	247	187	123½	62	Fürstenwalde ..	3 0	8 15	4 0	8 15	8 15
204½	...	...	265	200½	132½	66½	Erkner.....	4 0	9 0	...	9 0	9 0
212½	...	...	275	208	137½	69	Cöpenick.....	4 15	9 15	...	...	9 15
219½	333	237½	285	215	142½	71½	**Berlin** .....arr.	5 0	9 45	...	5 30	9 45
								p.m.	a.m.	...	a.m.	p.m.

Remarks.—EQUIPAGES—1st class, 30 sgr.; 2nd class, 15 sgr., per German mile. LUGGAGE—50 lbs. free; every additional 10 lbs. 2½ pfennings per German mile.

* Next morning. 3rd class.

BRESLAU and LEIGNITZ, to KONIGZELT, REICHENBACH, FRANKENSTEIN, FREIBURG, AND WALDENBURG.—

Breslau-Schweidnitz Freiburger Eisenbahn. 6070]

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Down Trains. 1	2	3
Dis.	Sgr.	Sgr.	Sgr.		a.m	noon	p.m.
—	—	—	—	**Breslau** (page 121) ..... dep.	5 20	12 0	6 30
9½	...	6	4	Schmolz	5 36	12 16	6 46
12½	16	11	8	Canth	5 55	12 35	7 5
...	22	15	11	Mettkau	6 11	12 51	7 21
22	28	19	14	Ingramsdorf	6 24	1 4	7 34
...	34	23	17	Sérau	6 36	1 16	7 46
31	39	26	19	**Konigszelt Junction** ..... arr.	6 43	1 23	7 53
...	70	50	35	**Leignitz** ..... dep.	5 20	12 0	6 30
4	66	47	33	Neuhof	5 31	12 13	6 41
9	60	42	30	Brechelshof	5 46	12 28	6 56
14	56	40	28	Jauer	5 59	12 41	7 9
18	48	34	24	Gr. Rosen	6 14	12 56	7 24
23	43	30	22	Striegau	6 27	1 9	7 37
32	39	26	19	**Konigszelt Junction** ..... arr.	6 41	1 23	7 51
35	...	...	...	,, ... dep.	7 1	1 43	8 11
43	45	30	22	Schweidnitz	7 19	2 5	8 29
...	52	35	25	Faulbruck	7 40	2 25	8 50
46	58	40	28	**Reichenbach**	7 50	2 35	9 0
54	66	47	33	Gnadenfrei	8 13	2 58	9 23
60	73	51	36	**Frankenstein** ..... arr.	8 30	3 15	9 40
...	...	...	...	**Konigszelt Junction** ..... dep.	7 3	1 43	8 13
35½	45	30	22	**Freiburg** ..... arr.	7 15	1 55	8 25
...	...	...	...	,, ... dep.	7 30	Stop	8 40
...	...	40	28	Altwasser	8 0		9 10
47	...	40	28	**Waldenburg** ..... arr.	8 5		9 15

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Up Trains. 1	2	3
Dis.	Sgr.	Sgr.	Sgr.		a.m.	p.m.	p.m.
—	—	—	—	**Waldenburg** ..... dep.	5 40	...	6 50
...	...	...	...	Altwasser	5 49	...	6 59
11	...	10	6	**Freiburg** ..... arr.	6 14	...	7 24
...	...	...	...	,, ... dep.	6 29	1 10	7 39
16	...	16	10	**Konigszelt Junction** ..... arr.	6 41	1 22	7 51
Fro	m Fr	ank'	nst'n	**Frankenstein** ..... dep.	5 10	11 50	6 20
5½		6	4	Gnadenfrei	5 27	12 7	6 37
14	16	11	8	**Reichenbach**	5 50	12 30	7 0
18½	24	17	12	Faulbruck	6 5	12 43	7 15
25½	30	22	15	Schweidnitz	6 27	1 6	7 38
36	38	27	19	**Konigszelt Junction** ..... arr.	6 40	1 21	7 50
...	...	...	...	,, ... dep.	7 0	1 41	8 11
37½	46	32	23	Striegau	7 19	2 0	8 28
42	50	35	26	Gr. Rosen	7 39	2 11	8 39
46½	57	40	28	Jauer	7 47	2 28	8 56
51	61	43	31	Brechelshof	7 58	2 39	9 7
56½	68	48	34	Neuhof	8 13	2 54	9 22
60	73	51	36	**Liegnitz** ..... arr.	8 20	3 5	9 30
Fro	m W	ald'n	burg	**Konigszelt Junction** ..... dep.	7 1	1 40	8 11
...	...	18	12	Sérau	7 11	1 50	8 21
25	...	22	15	Ingramsdorf	7 24	2 4	8 34
...	...	25	18	Mettkau	7 36	2 15	8 45
35	...	30	20	Canth	7 51	2 33	9 1
...	...	...	...	Schmolz	8 7	2 50	9 17
47	...	40	28	**Breslau** (page 182) ..... arr.	8 20	3 3	9 30

Remarks.—Children under 3 years of age, free; children under 10 years of age, half fare. **Luggage.**—50 lbs. free; for 20lbs. overweight, 2½ sgr. as far as Canth, 4 sgr. to Ingramsdorf, 5 sgr. to Konigszelt, and 6 sgr. to Schweidnitz or Freiburg; for every 20lbs. above 70lbs., ½ sgr. in addition; also for 20lbs. to Freiburg, 6½ sgr.; for 150lbs. 8 sgr.

RATIBOR AND LEOBSCHUTZ.

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains.		Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains.	
Dis.	sgr.	sgr.	sgr.		p.m.	a.m.	Dis.	sgr.	sgr.	sgr.		a.m.	p.m.
—	—	—	—	**Ratibor** ..... dep.	7 19	...	—	—	—	—	**Leobschutz** ..... dep.	5 17	...
4½	...	...	...	Woinowitz	7 38	...	4½	...	...	...	Wygnerdorf	5 37	...
8	9	6	5	Peterwitz	7 54	...	8	11	8	5	Bauerwitz	5 53	...
12½	...	...	...	Stolzmütz	8 5	...	14	...	...	...	Stolzmütz	6 13	...
18½	20	15	10	Bauerwitz	...	...	18½	20	15	10	Peterwitz	6 28	...
23	...	...	...	Wygnerdorf	...	...	18½	...	...	...	Woinowitz	6 44	...
27½	30	23	15	**Leobschutz** ... arr.	8 52	...	23½	30	3	15	**Ratibor** ..... arr.	7	...

¶ The Prussian thaler = 30 silbergroschen, or 3s.; 1 silbergroschen = 12 pfennings, or 1½d.

RATIBOR, NICOLAI, AND KATTOWITZ.

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains.		Trains.	
Dis.	Sgr.	Sgr.	Sgr.		a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Ratibor** ..... dep.	7 40	3 0	9 50	...
...	...	...	...	Nendza	...	...	...	...
5½	...	...	4	Czernitz	9 22	5 41	12 10	...
11½	26	20	13	Rybnick	...	...	...	a.m.
19½	37	27	18	Chlosek	...	...	...	10 46
26	49	37	25	Orzesche	...	7 22	5 45	11 15
33½	57	42	28	Nicolai	...	7 30	6 22	...
44½	87	42	28	**Kattowitz** ..... arr.	12 40	...	...	...
...	...	...	...	**Kattowitz** ..... dep.	6 56	3 50	8 45	...
...	...	...	...	Nicolai	7 34	4 25	9 20	...
...	...	...	...	Orzesche	...	...	...	...
...	...	...	...	Chlosek	10 32	...	...	5 39
...	...	...	...	Rybnick	...	...	...	...
...	...	...	...	Czernitz	...	...	...	...
...	...	...	...	Nendza	...	...	...	...
...	...	...	...	**Ratibor** ..... arr.	12 40	6 45	...	5 45

COTTBUS and BAHNHOF-AM-SEE.—Cottbus-Schwielochsee-Eisenbahn.

Length 16 Miles.

This Line is constructed for the conveyance of **Goods** only.

[3727.

STETTIN, LISSA, GLOGAU, POSEN, BRESLAU, OPPELN, KOSEL, (VIENNA,) AND MYSLOWITZ.— [13-6

Oberschlesische Eisenbahn.—(Breslau & Vienna, 290 English miles.)

Dist.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5
				[NO TUNNELS.	a.m.	a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Stettin** .....dep.	5 45	...	10 48	4 50	...
6	0 9	0 7	0 5	Damm	6 25	...	11 2	5 45	...
21	0 29	0 21	0 14	**Stargard**	7 30	...	12 5	7 9	...
42	1 26	1 12	0 28	Arnswalde.....	Stop	...	12 58	8 48	...
62½	2 22	2 1	1 11	Woldenberg		...	1 51	10 23	...
76	3 9	2 14	1 20	**Kreuz**		4 23	3 31	11 18	...
96	4 5	3 4	2 3	Wronke		... 5 11	4 19	Stop	...
107½	4 19	3 15	2 10	Samter		... 5 40	4 48		...
126	5 14	4 3	2 23	**Posen**		... 6 30	5 42		...
153	6 20	5 0	3 10	Kosten		... 7 36	6 50	...	...
170	7 8	5 13	3 19	**Lissa** ....arr.		... 8 23	7 36	a.m.	2 39
...	...	...	...	**Lissa** .....dep.		... 8 23	7 48	10 13	...
...	0 18	0 14	0 9	**Fraustadt**		... 8 49	8 16	11 2	...
...	1 6	0 27	0 18	**Glogau** (p. 121) ...arr.		... 9 22	8 49	12 2	...
190	8 8	6 6	4 4	Rawicz .....dep.		... 9 18	8 31	...	4 28
200	8 20	6 15	4 10	Trachenberg‡		... 9 42	8 56	...	5 15
214	9 8	6 28	4 19	Obernigk		... 10 21	9 35	...	7 5
228	9 26	7 12	4 28	**Breslau** .....arr.		a. m. 11 1	10 15	...	7 46
...	...	...	...	„ .....dep.		6 5 ..	2 15	Stop	5 50
...	...	...	...	Kattern		...	2 23		6 3
...	...	...	...	Leisewitz		...	2 43		6 18
244½	10 20	8 0	5 10	**Ohlau**		7 23	2 58	...	6 33
254	11 2	8 9	5 16	**Brieg Junction** (p. 124)		7 44	3 24	...	6 59
...	...	...	...	Lessen		...	3 38	...	7 13
263	11 14	8 18	5 22	**Lowen**.....		8 6	3 51	...	7 26
...	...	...	...	Czeppelwitz		...	4 9	...	7 44
...	...	...	...	Sczepanowitz		...	...	...	...
279	12 2	9 2	6 1	**Oppeln**..... .....arr.		...	...	...	...
...	...	...	...	„ .....dep		8 39	4 34	...	8 9
...	...	...	...	Guradze		...	5 0	...	8 35
292	12 20	9 15	6 10	**Gogolin**		9 5	5 9	...	8 44
...	...	...	...	Dzieschowitz		...	5 23	...	8 58
303	13 8	9 39	6 19	**Kosel Jun.** (Kandrzin) arr.		9 40	6 14	...	9 20
	agr.	agr.	agr.			a.m.	p.m.	a.m.	p.m.
—	...	...	...	**Kosel** .....dep		10 0	5 50	11+30	6+ 0
9	15	11	7½	**Hammer**.....		10 13	6 20	12 26	6 55
18	27	20	13½	**Ratibor** (page 122)dep.		10 36	6 50	1 45	7 42
...	42	31½	21	**Annaberg**		...	...	...	...
32	46	35	23	**Oderberg** (p. 141)		11 30	8 28	3 10	...
						a.m.	p.m.		...
290	226½	247	169½	VIENNA .....arr.		7 57	5 15	Stop	...
									p.m.
...	...	...	...	**Kosel Jun.** (Kandrzin) dep		9 40	6 14		9 20
...	...	...	...	Schlawentzutz		9 51	6 28		9 34
314	13 20	10 8	6 25	**Rudzinitz**		10 1	6 41		9 47
...	...	...	...	Laband		10 20	7 5		10 11
327	14 8	10 21	7 4	**Gleiwitz**		10 31	7 18		10 20
333	14 14	10 25	7 7	Zabrze.....		10 47	7 35		Stop
335½	14 14	10 25	7 7	Ruda		10 55	7 42		
340	14 20	11 0	7 10	**Konigshutte**		11 10	8 1		...
344	14 26	11 4	7 13	Kattowitz (pages 122, 124.)		11 29	8 10		...
345½	15 8	11 13	7 19	**Myslowitz** .....arr.		11 43	8 32		...

+ Third Class only.

Extra Train from Breslau to Oppeln at 7.15 a.m.

‡ Between Trachenberg and Obernigk by Diligence.

¶ The Prussian thaler is equal to 30 silbergroschen, or 3s.: 1 silbergroschen equal to 12 pfenuings, or 1d.

Dist.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5
					a.m.	a.m.	p.m.	p.m.	
7	0 12	0 9	0 6	**Myslowitz**..... .....dep.	...	6 30	11	6 22	
10	0 18	0 13	0 9	**Kattowitz** (pages 122. 124.	...	6 47	4 31	7 14	
15	0 18	0 13	0 9	**Konigshutte**	...	7 0	4 43	7 12	
18	0 24	0 18	0 12	Ruda	...	7 14	4 58	8 19	
23	1 6	0 27	0 18	Zabrze	...	7 25	5 7	8 50	
				Gleiwitz	5 11	7 41	5 20	9 8	
..	...	...	...	Laband	5 20	7 50	5 37	Stop	
36	1 18	1 6	0 24	**Rudzinitz**	5 46	8 16	5 47		
...	...	...	...	Schlawentzutz	5 55	8 25	5 55		
45	2 0	1 15	1 0	**Kosel Jun.** (Kandrzin)arr.	6 12	8 47	6 24	...	
							a.m.	noon	
				VIENNA.....dep.	7 0	8 30	...	...	
				Oderberg (p. 141)	4 0	6 36	6+20	12+ 0	
				Annaberg...	4 8	6 45	...	12 13	
				Ratibor (page 122)dep.	4 45	7 23	8 0	1 20	
				Hammer	5 7	7 51	8 35	2 0	
				Kosel .....arr.	5 30	8 18	9 20	2 45	
				Kosel Jun.(Kandrzin)dep.	6 12	8 47	6 24	...	
				Dzieschowitz.....	6 29	9 4	...	...	
58½	2 18	1 28	1 9	**Gogolin**	6 47	9 22	...	...	
..	...	...	...	Guradze	6 52	9 27	6 51	+ 3rd class only.	
71	3 6	2 12	1 18	**Oppeln** .....arr.	...	...	...		
				„ .....dep.	7 20	9 56	7 16		
...	...	...	...	Sczepanowitz	...	...	...		
...	...	...	...	Czeppelwitz	7 39	10 15	...		
87	3 24	2 25	1 27	**Lowen**.....	8 1	10 37	7 46		
...	...	...	...	Lessen.....	8 10	10 46	...		
96	4 6	3 4	2 3	**Brieg Junction** (p. 124)	8 27	11 3	8 9		
106	4 18	3 13	2 9	**Ohlau**	8 52	11 28	8 31		
...	...	...	...	Leisewitz	9 3	11 39	...		
..	...	...	...	Kattern	9 16	11 52	...		
121	5 12	4 1	2 21	**Breslau** .....arr.	9 29	12 5	9 0	a.m	
...	...	...	...	„ .....dep.	Stop	5 0	Stop	7 25	
137	6 0	4 15	3 0	Obernigk §.....		5 47		8 12	
152	6 18	4 28	3 9	Trachenberg		6 21		8 46	
160	7 0	5 7	3 15	Rawicz	p.m.	6 47	...	9 14	
—	—	—	—	**Glogau** (p. 121) .. dep.	12 36	6 9		6 59	
...	0 18	0 14	0 9	**Fraustadt** .....●	1 43	6 47		7 37	
...	1 6	0 27	0 18	**Lissa** ... . arr.	2 29	7 13		8 3	
181	8 0	6 0	4 0	**Lissa** ....dep.	Stop	7 43		10 8	
198	8 18	6 13	4 9	**Kosten**...	...	8 27		10 53	
223	9 24	7 10	4 27	**Posen**	...	9 39		12 19	
243	10 19	7 29	5 16	Samter.....	...	10 26		1 0	
254	11 4	8 10	5 17	Wronke	a.m.	10 54		1 29	
273	12 0	8 24	6 0	**Kreuz**	7 5	11 36		2 36	
287	12 17	9 13	6 9	Woldenberg	8 5		Stop	3 35	
308	13 13	10 2	6 22	Arnswalde...	8 41			4 20	a.m.
329	14 10	10 22	7 5	**Stargard**.....	11 57			5 13	6 22
343	15 0	11 7	7 15	Damm.....	1 5	...		5 47	6 53
345½	15 8	11 13	7 19	**Stettin** .... arr.	1 40	...		6 16	8 4

§ Between Obernigk and Trachenberg by Diligence.

Remarks.—Children under 2 years free; under 10 years of age, two for price of one ticket; a child 10 years of age, with a ticket, can ride in the next higher class carriage.—Dogs, 1 sgr. each per mile.—Luggage must be delivered 30 minutes before the departures of the trains.—50 lbs. are allowed free of charge.

Extra Trains.—From Breslau to Lissa at 12 55. a.m

NEISSE TO BRIEG.—Neisse-Brieger Eisenbahn.

Eng. Miles.	¶¶ Fares. 1 Cls.	2 Cls.	3 Cls.	STATIONS.	Trains. 1	2	3
Dis.	Sgr.	Sgr.	Sgr.		a.m.	p.m.	
—	—	—	—	**Neisse** .....dep.	5 45	4 55	..
4½	10	7	4	Bösdorf	6 3	5 13	..
9½	..	..	..	Falkenau	6 21	5 31	..
..	..	..	..	Alt-Grottkau.....	6 29	5 39	..
15½	20	15	10	**Grottkau**.....	6 45	5 55	..
..	..	..	..	Böhmischdorf	7 6	6 16	..
24	..	..	..	Alzenau	7 14	6 24	..
28½	40	30	20	**Brieg** .....arr.	7 25	6 35	..

Luggage must be delivered 10 minutes before the departures of the trains. 50 lbs. of luggage free.

Eng. Miles.	¶ Fares. 1 Cls.	2 Cls.	3 Cls.	Stations.	Trains. 1	2	3
	Sgr.	Sgr.	Sgr.		a.m.	p.m.	
—	—	—	—	**Brieg** .....dep.	8 37	8 20	..
4½	..	..	..	Alzenau	8 55	8 38	..
..	..	..	..	Böhmischdorf	9 3	8 46	..
13	20	15	10	**Grottkau**.....	9 26	9 12	..
..	..	..	..	Alt. Grottkau	9 38	9 24	..
19	..	..	..	Falkenau	9 50	9 32	..
24	..	23	16	Bösdorf	10 0	9 52	..
28½	30	30	20	**Neisse** .....arr.	10 22	10 10	..

Luggage must be delivered 10 minutes before the departures of the trains. 50 lbs. of luggage free.

WARSAW AND KATTOWITZ. [6891.

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	STATIONS.	Trains. 1 & 2	1 2 3 4	1-2 3	Eng. Mls.	STATIONS.	Trains. 1 & 2	1 2 3 4	1 2 3
Dis.	Kop.	Kop.	Kop.		a.m.	a.m.	p.m.	Dis	Cracow (p. 140.)	p.m.	p.m.	a.m.
—	—	—	—	**Warsaw**.....dep.	6 0	10 45	5 0	—	**Kattowitz**...dep.	12 10	8 50	...
...	...	...	...	Wlochy	...	...	...	...	Sosnowice	2 0	*6 45	...
...	...	...	...	Pruszkow	6 23	11 13	5 40	...	Dabrowa .....arr.	2 15	7 10	...
...	...	...	...	Brwinow	...	...	5 56	...	**Granitza** ...dep.	12 55	7 36	5 0
...	...	...	...	Grodzisk	6 45	11 38	6 15	...	Strzemieszyce	1 5	7 45	5 16
...	...	...	...	Ruda.....	7 9	12 3	6 55	...	**Zabkowice** arr.	1 15	8 0	5 30
...	...	...	...	Radziwillow	7 27	12 26	7 28					
41½	162	121	81	**Skierniewice**...	7 50	1 0	8 20	...	**Zabkowice** dep.	2 28	7 20	Stop
—	—	—	—	**Skierniewice**..	12 55	3 5	8 15	...	Lazy.....	2 45	7 45	
13	216	162	108	**Lowicz** .....arr.	1 25	3 55	8 45	...	Zawiercie.....	2 55	8 0	
...	...	...	...	Plycwia .....dep.	...	1 22	8 58	...	Myszkow	3 15	8 20	
...	...	...	...	Rogow	8 33	1 58	9 35	...	Poraj.....	...	8 48	
...	...	...	...	Rokiciny	...	...	...	47	**Czenstochau**...	4 0	9 30	
...	...	...	...	Wolborka	...	2 44	10 46	...	Klomnice	4 30	10 15	
...	...	...	...	Baby.....	9 26	2 57	11 7	...	Radomsk	5 3	11 5	
89½	351	263	176	**Petrikau**	10 0	3 30	11 45	...	Kaminak	...	11 24	
...	...	...	...	Rozprza	...	3 49	Stop	...	Gorzkowice.....	5 35	11 42	* Next morning.
...	...	...	...	Gorzkowice.....	10 30	4 9		...	Rozprza	...	12 0	a.m.
...	...	...	...	Kaminsk	...	4 22		101	**Petrikau**	6 15	12 30	5 30
...	...	...	...	Radomsk.....	11 5	5 0	...	...	Baby.....	6 36	12 56	6 5
...	...	...	...	Klomnice	11 33	5 33	...	...	Wolborka.....	...	1 10	6 22
143½	558	418	279	**Czenstochau**...	12 5	6 20	...	...	Rokiciny	...	...	...
...	...	...	...	Poraj.....	...	6 48	...	...	Rogow	7 30	2 5	7 27
...	...	...	...	Myszkow	12 50	7 15	...	...	Plycwia.....arr.	...	2 30	8 15
...	...	...	...	Zawiercie.....	1 5	7 35	...	—	**Lowicz** .....dep.	7 15	2 5	7 0
...	...	...	...	Lazy.....	1 15	7 50	...	13	**Skierniewice**..	7 45	2 35	7 30
...	...	...	...	**Zabkowice** arr.	1 30	8 15	a.m.	149	**Skierniewice**...	8 20	3 0	9 0
...	...	...	...	**Zabkowice** dep.	1 35	8 30	10 30	...	Radziwillow.....	8 35	3 20	9 27
...	...	...	...	Strzemieszyce	1 44	8 46	10 46	...	Ruda.....	8 59	3 45	9 57
...	738	553	369	**Granitza** ...arr.	1 51	9 0	11 0	...	Grodzisk	9 19	4 10	10 30
...	...	...	...	Dabrowa.....	1 45	8 @5	a.m.	...	Brwinow	...	...	10 46
...	...	...	...	Sosnowice	3 0	8 50	5 30	...	Pruszkow	9 39	4 33	11 20
...	...	...	...	**Kattowitz** ...arr.	3 10		5 40	190½	**Warsaw** .....arr.	10 0	5 0	12 0

¶ The Prussian thaler is equal to 30 silbergroschen, or 3s.; 1 silbergroschen equal 12 pfennings, or 1¼d. The Russian Rable is equal to 100 kopeks, or 3s. 3d.

LEIPZIG TO GOSSNITZ, CHEMNITZ, WERDAU, ZWICKAU, AND HOF.

—Königlich, Sächsische, Westliche, Staatseisenbahnen. [7-7

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 2 & 3 class	1 & 2 class	1,2, 3 class	1,2. 3 class	1,2, 3 class	1 & 2 class			
				Berlin (pages 113, 114.)									
				Magdeburg (page 118.)									
				Dresden (page 127.)									
Dis	th ng	th ng	th ng		a.m.	a.m.	a.m.	n on	p.m.	p.m.			
—	—	—	—	**Leipzig** .....dep.	...	5 0	7 30	12 0	3 10	6 30	...	...	...
...	...	...	...	Kieritzsch	...	5 25	8 5	12 40	3 50	7 5	...	...	...
24½	0 26	0 21	0 16	Altenburg	...	5 50	8 45	1 20	4 30	7 40	...	...	...
36	1 9	1 1	0 23	**Gossnitz** .....arr.	...	6 15	9 15	2 0	5 10	8 15	...	...	...
						a.m.	a.m	p.m.	p.m	p.m.			
...	...	...	...	**Gossnitz** .....dep.	...	6 25	10 20	2 10	5 30	8 15	...	...	...
29½	1 14	1 5	0 26	Meerane..	...	6 35	10 30	2 20	5 45	8 25	...	...	...
46½	1 20	1 10	1 0	Glauchau	6 10	6 55	11 ,0	2 45	6 10	8 50	...	...	...
51⅝	1 25	1 14	1 3	St. Egidien (Lichtenstein)	6 25	7 5	11 10	3 0		9 10	...	...	...
56	2 0	1 17	1 6	Hohenstein-Ernstthal....	6 45	7 20	11 25	3 20	...	9 30	...	...	...
67	2 12	1 27	1 13	**Chemnitz** .....arr.	7 35	7 50	12 5	4 15	...	10 20	...	...	...
42	1 15	1 6	0 27	Crimmitzschau	...	6 30	9 30	2 20	5 30	8 30	...	...	...
49	1 22	1 12	1 1	**Werdau** ..... arr.	a.m.	6 45	9 55	2 45	5 55	8 50	...	...	...
...	...	...	...	**Werdau**..... .dep.	...	6 50	10 0	2 50	6 0	8 55	...	...	...
54½	1 29	1 17	1 5	**Zwickau** (p. 126) arr.	...	7 10	10 20	3 10	6 20	9 15	...	...	...
59	2 4	1 21	1 8	Reichenbach.....	5 55	7 15	10 30	3 25	6 35	9 25	...	...	...
...	...	...	...	Herlasgrün	...	...	10 55	3 55	7 5	9 50	...	...	...
74½	2 20	2 4	1 18	Plauen	7 0	7 55	11 25	4 30	7 40	10 20	...	..	...
...	...	...	...	Mehltheuer	7 25	8 15	11 45	4 50	8 5	10 40	...	...	...
...	...	...	...	Reuth	7 55	...	12 15	5 25	8 40	11 10	...	...	...
103	3 21	2 28	2 6	**Hof** .....arr.	8 50	9 15	1 5	6 20	9 35	11 55	...	...	...

HOF, WERDAU, ZWICKAU, CHEMNITZ, AND GLOSSNITZ, TO LEIPZIG.

Eng. Miles	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1 & 2 class	1,2, 3 class	1,2, 3 class	1,2, 3 class	1 & 2 class	2 & 3 class	3rd class		
				Munich (page 132.)									
				Bamberg (page 132.)									
Dis.	th ng	th ng	th ng		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		
—	—	—	—	**Hof** .....dep.	2 55	6 0	10 20	3 25	5 0	6 20	...	...	...
...	...	...	...	Reuth.....	3 30	6 45	10 55	4 5	...	7 0	...	...	...
...	...	...	...	Mehltheuer	3 55	7 20	11 30	4 40	5 50	7 35	...	...	...
29	1 1	0 24	0 18	Plauen	4 20	7 45	11 55	5 5	6 10	8 5	...	...	...
..	...	...	...	Herlasgrün	4 45	8 20	12 25	5 40	...	8 40	...	...	...
44½	1 17	1 7	0 28	Reichenbach.....	5 5	8 50	12 50	6 10	6 50	9 10	...	...	...
...	...	...	...	**Zwickau** (p. 126) dep.	5 20	9 20	1 0	5 20	6 40	Stop	...	...	...
...	...	...	...	**Werdau** .....arr.	5 40	9 40	1 20	5 40	7 0		...	...	...
54½	1 29	1 17	1 5	**Werdau**..... ..dep.	5 45	9 40	1 30	7 0	7 25	...	...	...	...
61	2 6	1 22	1 9	Crimmitzschau	6 5	10 0	1 50	7 20	7 40	...	...	...	...
					a.m.	a.m.	a.m.	p.m.	p.m.		p.m.		
...	...	...	...	**Chemnitz** .....dep.	4 30	7 30	11 45	3 '5	6 25	...	6 45	...	...
11½	0 13	0 10	0 8	Hohenstein-Ernstthal ..	4 55	8 10	12 30	3 50	6 50	...	7 35	...	...
16	0 17	0 14	0 10	St. Egidien (Lichtenstein)	5 5	8 20	12 45	4 10	7 0	...	7 50	...	...
21	0 22	0 18	0 13	Glauchau	5 30	9 15	1 20	4 35	7 25	...	8 10	...	...
26	0 29	0 23	0 17	Meerane.....	5 50	9 40	1 40	4 50	7 40	...		...	...
30	1 3	0 26	0 20	**Gossnitz** .....arr.	6 25	10 25	2 10	5 30	7 50	...	Stop	...	...
66½	2 12	1 27	1 13	**Gossnitz** .....dep.	6 25	10 25	2 10	7 55	7 55	...	...	...	...
79	2 25	2 7	1 21	Altenburg.....	6 55	11 0	2 40	8 25	8 20	...	...	...	...
...	...	...	...	Kieritzsch.....	7 25	11 35	3 10	9 0	8 40	...	...	...	...
103	3 21	2 28	2 6	**Leipzig** .....arr.	8 5	12 25	4 0	9 55	9 15	...	...	...	...

Remarks.—N.B.—In the Through Transit where Leipzig is only a passing Station, the Station-managements in Leipzig take care of the transfer of Luggage from one Station to another; but passengers must look after their own transfer themselves. Nearly all the Trains call at the various intermediate small Stations on the Line. Direct Tickets are issued to Berlin, Munich, Lindau, Kempten, &c.

Luggage:—50 lbs. free; every 10 lbs., or fraction of 10 lbs. extra, 2 Pfennige per German mile. Carriages, 30 Ngr. per German mile.

REISA TO CHEMNITZ, ZWICKAU, SCHWARZENBERG, AND HOF.—Königlich Sachsische Westliche Staatseisenbahnen. [7-7.

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 2 & 3 class	1 & 2 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1 & 2 class	2 & 3 class	1, 2, 3 class	
Dis.	th ng	th ng	th ng		a.m.	a.m	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	...
—	—	—	—	**Riesa** .....dep.	...	...	5 20	8 20	11 45	4 20	...	8 45	...
15½	0 17	0 13	0 10	Döbeln	...	...	6 0	9 25	12 50	5 0	...	9 35	...
22	0 24	0 19	0 14	Waldheim	...	...	6 20	9 55	1 25	5 20	...	9 55	...
30	1 3	0 26	0 20	Mittweida	...	...	6 45	10 35	2 5	5 45	...	10 20	...
42	1 15	1 6	0 27	**Chemnitz** (page 125)	...	4 30	7 30	11 45	3 5	6 25	6 45	11 5	...
51	1 27	1 16	1 4	Hohenstein-Ernstthal	...	4 55	8 10	12 30	3 50	6 50	7 35	Stop	...
57	2 2	1 19	1 7	St. Egidien, (Lichtenstein) ..	...	5 5	8 20	12 45	4 10	7 0	7 50		...
61¾	2 7	1 23	1 10	Glauchau	...	5 45	8 45	1 30	4 40	7 25	8 45		...
72	2 18	2 2	1 17	**Zwickau** (p. 125) ....arr.	5 0	6 25	9 20	2 15	5 20	8 25	9 20	...	...
						a.m	a.m.	p.m.			p.m.		
—	—	—	—	**Zwickau** .....dep.	...	7 2	10 30	3 40	...	...	9 30	...	...
7	0 8	0 6	0 5	Wiesenburg	...	7 50	10 55	4 10	...	...	9 55	...	...
11½	0 13	0 11	0 8	Stein	...	8 25	11 15	4 40	...	...	10 15	...	...
15	0 17	0 14	0 10	Niederschlema	...	8 50	11 35	5 5	...	...	10 35	...	...
18½	0 20	0 16	0 12	Aue	...	9 5	11 45	5 25	..	...	10 45	...	...
23¼	0 27	0 22	0 16	**Schwarzenberg** arr	..	9 50	12 15	6 5	...	...	11 25	...	...
78	2 35	2 7	1 21	**Werdau** .....dep.	...	6 45	9 55	2 45	5 55	8 50	Stop	...	...
86½	3 4	2 14	1 26	Reichenbach	5 55	7 15	10 30	3 25	6 35	9 25		...	...
	...	...	...	Herlasgrun	6 20	...	10 55	3 55	7 5	9 50	...	...	...
101½	3 20	2 28	2 6	Plauen	7 0	7 55	11 25	4 30	7 40	10 20	...	...	...
..	...	...	...	Mehltheuer	7 25	8 15	11 45	4 50	8 5	10 40	...	...	...
..	...	...	...	Reuth	7 55	...	12 15	5 25	8 40	11 10	...	...	...
120	4 21	3 22	2 25	**Hof** (pages 125, 132) ....arr.	8 50	9 15	1 5	6 20	9 35	11 55	...	...	...

HOF TO WERDAU, SCHWARZENBERG, ZWICHAU, CHEMNITZ AND RIESA.

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1, 2, 3 class	2 & 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 1 & 2 class	2 & 3 class	1, 2, 3 class	
Dis.	th ng	th ng	th ng		a.m.	a.m.	a.m.	a.m.	a.m	p.m.	p.m.	p.m.	
—	—	—	—	**Hof** (pages 125, 132) ....dep.	...	...	2 55	6 0	10 20	3 25	5 0	6 20	...
..	...	...	...	Reuth	...	...	3 30	6 45	10 55	4 5	...	7 0	...
..	...	...	...	Mehltheuer	...	...	3 35	7 20	11 30	4 40	5 50	7 35	...
28½	1 1	0 24	0 18	Plauen	...	...	4 20	7 45	11 55	5 5	6 10	8 5	...
..	...	...	..	Herlasgrun	...	...	4 45	8 20	12 25	5 40	...	8 40	...
44	1 17	1 7	0 28	Reichenbach	...	...	5 5	8 50	12 50	6 10	6 50	9 10	...
54	1 29	1 17	1 5	**Werdau**	...	...	5 50	10 0	1 30	7 25	7 25	...	...
							a.m.	a.m.	a.m.	p.m.			
—	—	—	—	**Schwarzenberg** dep.	...	...	3 25	6 40	10 55	4 30	...	...	...
7	0 7	0 6	0 4	Aue	...	...	3 45	7 15	11 20	4 55	...	...	...
9¼	0 10	0 8	0 6	Niederschlema	...	...	4 0	7 35	11 40	5 15	...	...	...
12¾	0 14	0 11	0 8	Stein	...	...	4 15	7 55	11 55	5 30	...	...	...
18¼	0 20	0 16	0 12	Wiesenburg	...	...	4 40	8 25	12 20	5 50	...	...	...
25¼	0 27	0 22	0 16	**Zwickau** ..... arr.	...	a.m	5 10	9 5	12 50	6 25	...	...	...
5¼	2 3	1 20	1 8	**Zwickau** (p 125) ....dep.	...	4 45	6 10	10 25	2 0	7 55	7 45	10 10	...
67	2 14	1 29	1 15	Glauchau	...	6 10	6 35	11 0	2 45	8 50	8 10	Stop	...
72½	2 19	2 3	1 18	St. Egidien, (Lichtenstein) ..	...	6 25	7 5	11 10	3 0	9 10	8 20		...
77	2 24	2 6	1 21	Hohenstein-Ernstthal	a m.	6 45	7 20	11 25	3 20	9 30	8 35		...
88¼	3 6	2 16	1 28	**Chemnitz** (page 125).....	5 0	7 35	8 0	12 15	4 20	10 20	9 10	...	...
100	3 18	2 26	2 5	Mittweida	5 30		8 30	1 0	5 5		9 40	...	...
108½	3 27	3 3	2 10	Waldheim	5 55	Stop	9 0	1 35	5 40	Stop	10 5	...	...
114½	4 4	3 9	2 15	Döbeln	6 25		9 20	2 10	6 10		10 25	...	...
130	4 21	3 22	2 25	**Riesa** .....arr.	7 20	...	10 10	3 25	7 20	...	11 8	...	...

¶ The Reichs-Thaler is equal to 30 neugroschen, or 30 Silbe-groschen, or 3s ; 1 Saxon neugroschen is equal to 10 pfenigs, or 1¼d.

Remarks.—50 lbs. of Luggage are allowed free of charge.

Direct Tickets are issued and Luggage is forwarded between Chemnitz and Rudeberg, Bautzen, Löbau, Zittau, and Görlitz; and between Chemnitz, Mittweida, Waldheim, and Doebeln and Berlin.

LEIPSIC AND DRESDEN.—Leipzig-Dresdner Eisenbahn. [22 9.

English Miles.	¶ Fares. 1st Cls.	2nd Cls.	3rd Cls.	Equipages.	Remarks.—Luggage 50 lbs. allowed free of charge.	Trains. 1	2	3	4	5	6	7	8	9	10
					Hor (page 125)										
Dis.	Ngr.	Ngr.	Ngr.	Rthl.	Magdeburg p. 108	a.m	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.		
—	—	—	—	—	**Leipsic** .....dep.	5 45	8 45	...	12 0	2 30	...	6 30	10 0	...	...
..	..	..	.	..	Borsdorf	6 0	..	...	12 20	..	...	6 45	..	...	...
..	..	..	..	..	Machern	6 10	..	...	12 30	..	...	7 0	..	...	...
15½	20	13	8	3 22-6	**Wurzen**	6 20	9 15	...	12 45	3 0	...	7 15	10 25	...	...
..	..	..	..	..	Dornreichenbach ..	6 30	..	...	1 5	..	...	7 25	..	...	...
26½	35	26	17	5 22-6	Luppa-Dahlen.....	6 45	9 40	...	1 15	3 20	...	7 35	..	...	...
32½	42	32	21	7	**Oschatz**	7 0	9 55	...	1 30	3 35	...	7 50	..	...	...
..	..	..	..	..	Bornitz	7 10	..	...	1 40	..	...	8 0	..	...	...
42	54	41	27	9	**Riesa** Junc. (p. 126)	7 30	10 25	...	2 0	4 0	...	8 15	11 20	...	...
..	59	45	29½	..	Röderau	...	..	10 40	..	..	6 30	..	..	...	...
..	..	..	..	..	Langenberg.....	7 50	..	...	2 10	..	6 40	..	..	...	...
53½	70	52	35	11½	**Pristewitz** (T. of	8 15	10 50	11 5	2 40	4 35	7 0	8 40	..	...	...
62½	81	61	41	13½	Niederau (600 yards.)	8 30	11 10	11 25	3 0	4 50	7 15	8 55	11 55	...	...
..	..	..	..	..	Kötschenbroda	8 55	..	11 40	3 20	..	7 35	9 15	..	...	...
..	..	..	..	..	Weintraube	9 0	..	11 45	3 30	..	7 40	..	..	...	...
71½	90	68	45	15	**Dresden** .....ar.	9 30	12 0	12 5	4 0	5 40	8 0	10 0	12 30	...	...
..	..	..	..	..	Berlin (p. 113) ar.	...	...	...	..	..	...	..	..	...	...

Eng. Miles.	¶ Fares. 1st Cls.	2nd Cls.	3rd Cls	Equipages.	Stations. Vienna (p. 138) Prague (p. 139) Breslau (p. 121)	Trains. 1	2	3	4	5	6	7	8	9	10
Dis.	Ngr.	Ngr.	Ngr.	Rthl.		a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.		
—	—	—	—	—	**Dresden** ....dep.	4 15	6 0	6 30	10 0	12 0	2 45	3 0	6 15	...	...
..	..	..	..	..	Weintraube	..	6 10	..	..	12 10	..	3 10	6 25	...	...
..	7½	5	2½	..	Kötschenbroda	..	6 15	6 40	..	12 15	..	3 15	6 30	...	...
9½	12	9	6	2	Niederau (T. 600 yds.)	4 35	6 30	7 0	10 30	12 40	3 5	3 30	6 50	...	...
18½	24	18	12	4	**Pristewitz**	..	7 0	7 15	10 45	1 0	3 20	3 50	7 5	...	...
..	..	..	..	..	Langenberg.....	..	...	7 25	..	1 15	..	4 15	7 20	...	...
..	39	29	20	..	Röderau	..	7 40	..	..	..	..	4 30	..	...	...
30	39	29	20	6½	**Riesa** Junc. (p. 112)	5 10	Stop	7 45	11 10	1 35	3 55	Stop	7 30	...	...
..	..	..	..	..	Bornitz	..		7 50	..	1 50	..		7 45	...	...
39½	51	38	26	8½	**Oschatz**	..		8 5	11 30	2 0	4 10		8 0	...	...
44½	59	44	29	9½	Luppa-Dahlen.....	..	...	8 30	11 45	2 20	4 25	...	8 15	...	...
..	..	..	..	..	Dornreichenbach ..	..	...	8 45	..	2 35	..	...	8 2-	...	...
56½	74	55	37	12 9	**Wurzen**	6 0	...	9 0	12 10	2 55	4 45	...	8 40	...	...
..	..	..	..	..	Machern	..	...	9 15	..	3 20	..	...	9 0	...	...
..	..	..	..	..	Borsdorf	.	...	9 30	..	3 30	..	...	9 15	...	...
71½	90	68	45	15	**Leipsic**.....	6 45	...	10 0	1 0	4 0	5 45	.	9 45	...	...
..	..	..	..	..	Berlin p. 114) ar.	..	...	..	..	..	..	...	..	...	...

DRESDEN TO THARANDT.

Eng. Miles.	¶ Fares. Single. 1 Cl.	2 Cl.	3 Cl.	Return. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4				[22-8
Dis.	Ngr.	Ngr.	Ngr	Ngr.	Ngr.	Ngr.		a.m.	p.m	p.m	p.m				
—	—	—	—	—	—	—	**Dresden** .....dep	7 45	2 0	4 0	8 30	...	...	...	...
...	...	3	2	...	5	3	Plauen.....	7 50	2 5	4 5	8 35	...	...	...	...
...	7	5	3	10	6	4	**Potschappel**	8 0	2 15	4 15	8 45	...	...	...	...
...	10	7	5	15	10	7	Hainsberg	8 5	2 20	4 20	8 50	...	...	...	...
9	12	9	6	20	12	8	**Tharandt**.....arr.	8 15	2 30	4 30	9 0	...	...	...	...

Eng. Miles.	¶ Fares. Single. 1 Cl.	2 Cl.	3 Cl.	Return. 1 Cl.	2 Cl	3 Cl.	Stations.	Trains. 1	2	3	4				
Dis.	Ngr.	Ngr.	Ngr	Ngr.	Ngr.	Ngr.		a.m.	a.m	p.m	p.m.				
—	—	—	—	—	—	—	**Tharandt** .....dep.	6 45	6 45	3 0	7 30	...	...	...	...
...	...	3	2	...	5	3	Hainsberg	6 55	6 55	3 10	7 40	...	...	...	...
...	7	5	3	10	6	4	**Potschappel**	7 0	9 0	3 15	7 45	...	...	...	...
...	...	7	5	...	10	7	Plauen	7 10	9 10	3 25	7 55	...	...	...	...
9	12	9	6	20	12	8	**Dresden**.....arr.	7 15	9 15	3 30	8 0	...	...	...	...

Extra Trains on Sundays and Festivals from Dresden to Tharandt at 10 a.m., and Tharandt to Dresden at 12 noon.

¶ The Reichs-Thaler is equal to 30 neugroschen, or 30 silbergroschen, or 3s.; 1 Ngr. 10 pfennings, or 1½d.

DRESDEN TO GORLITZ, LOBAU, AND ZITTAU.—Saxon-Silesian. [6748

Eng Mls. / Dis.	¶ Fares. 1 Cl. Ngr.	2 Cl. Ngr.	3 Cl. Ngr.	Day Tickets 1 Cl. Ngr.	2 Cl. Ngr.	3 Cl. Ngr.	Stations. [No Tunnels.	Trains. 1 a.m.	2 a.m.	3 p.m.	4 p.m.	†5 p.m.
—	—	—	—	—	—	—	**Dresden** ..... dep.	6 0	10 0	4 30	6 45	11 0
...	...	...	...	...	...	...	Langebrück	*	..	..	..	*
11	10	8	6	14	11	8	**Radeberg**	6 34	10 32	5 5	7 17	11 30
..	...	12	9	...	17	12	Fischbach	*	*	*	*	..
..	...	...	...	...	...	...	Harthau	*	..	..	..	*
23	25	20	15	34	27	20	**Bischofswerda**	7 12	11 8	5 45	7 53	12 2
..	...	...	...	...	...	...	Demitz	*	..	..	..	*
..	...	...	...	...	...	...	Seitschen	*	*	*	*	..
34½	38	30	23	51	40	31	**Bautzen**	7 47	11 40	6 22	8 25	12 34
..	...	...	...	...	...	...	Kubschütz	*	..	..	..	*
..	...	...	...	...	...	...	Pommritz	*	*	*	*	..
48	53	42	32	71	56	43	**Lobau**	8 34	12 24	7 10	9 9	1 8
—	...	...	...	...	...	...	**Lobau** .....dep	8 45	1 0	7 20	..	..
..	...	...	...	...	..	...	Neu-Cunnersdorf	*	*	7 30	..	..
..	...	...	...	...	...	...	Ober-Cunnersdorf	*	*	7 35	..	..
9	65	51	38	...	70	52	**Herrnhut**	9 12	1 27	7 52	..	..
..	...	...	..	...	...	..	Ober-Oderwitz	9 24	1 39	8 0	..	..
..	...	...	..	...	...	..	Mittle-Oderwitz	*	*	8 5	..	..
21	76	60	45	...	83	63	**Zittau** .....arr.	9 45	2 0	8 20	..	..
..	...	...	...	...	...	...	Zoblitz	*	..	..	..	*
..	...	...	...	...	...	...	Wendisch-Paulsdorf	..	..	..	..	..
56	...	...	...	...	...	...	**Reichenbach**	8 54	12 40	7 30	9 25	1 25
..	...	...	...	...	...	...	Markersdorf	*	..	..	..	*
63½	70	56	42	94	75	56	**Gorlitz** (p.121) .....arr.	9 19	1 5	7 55	9 50	1 48

Eng Mls. / Dis.	¶ Fares. 1 Class Ngr.	2 Class Ngr.	3 Class Ngr.	Stations. [No Tunnels.	Trains. ‡1 a.m.	2 a.m.	†3 a.m.	4 p.m.	5 p.m.	8
—	From	Gor	litz.	**Gorlitz** (p. 121) .....dep.	1 30	6 0	11 30	2 15	6 15	..
.	..	..	..	Markersdorf	..	*	..	*	..	..
8	..	..	..	**Reichenbach**	..	6 25	11 52	2 40	6 38	..
..	..	..	..	Wendisch-Paulsdorf.....	..	..	..	..	..	..
..	..	..	..	Zoblitz	..	*	..	*	..	..
—	—	—	—	**Zittau** .....dep.	..	5 45	11 0	..	5 30	..
..	..	..	..	Mittle-Oderwitz	..	*	*	..	*	..
..	..	..	..	Ober-Oderwitz	..	6 3	11 18	..	5 48	..
12	12	9	7	**Herrnhut**	..	6 20	11 35	..	6 5	..
..	..	..	..	Ober-Cunnersdorf	..	*	*	..	*	..
..	..	..	..	Neu-Cunnersdorf	..	*	*	..	*	..
21	23	18	13	**Lobau** .....arr.	..	6 45	12 0	..	6 30	..
14½	18	14	10	**Lobau**	2 6	6 53	12 15	3 8	7 3	..
..	..	..	..	Pommritz	..	*	*	*	*	..
..	..	..	..	Kubschütz	..	*	..	*	..	..
28½	33	26	20	**Bautzen**	2 42	7 37	12 53	3 52	7 41	..
..	..	..	..	Seitschen	..	*	*	*	*	..
..	..	..	..	Demitz	..	*	..	*	..	..
40½	45	36	27	**Bischofswerda**	3 9	8 18	1 24	4 30	8 15	..
..	..	..	..	Harthau	..	*	..	*	..	..
..	..	..	..	Fischbach	..	*	*	*	*	..
53	60	48	36	**Radeberg**	..	8 53	1 56	5 5	8 50	..
..	..	..	..	Langebrück	..	*	..	*	..	..
63½	70	56	42	**Dresden** .....arr.	4 0	9 19	2 20	5 31	9 15	..

[6181

Day Tickets are issued for all the Trains.
PORTERS.—The charge in the New and Antonstadt is from 2 to 5 Ngr., in the Old Town from 4 to 6, and in the suburbs from 5 to 8.

* Stop at these Stations. † Quick Train. ‡ Courier Train.

Remarks.—Travelling Carriages of all kinds pay one dollar per mile; delivering the same, costs 15 Ngr.—A horse is charged 20 Ngr. per mile: the driver or leader gets a ticket to the 3rd class.—Each traveller takes 50lbs. luggage free; overweight half Ngr. per mile for every 10lbs.; 1lb is charged the same as 10lbs.—One-horse Droskas, 4 Ngr., two-horse Coach, 10 and 15 Ngr. the distance.

¶ The Reichs-Thaler is equal to 30 neugroschen, or 30 silbergroschen, or 3s; 1 Saxon neugroschen equal to 10 pfennings, or 1¼d.

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BRUCHSAL AND FRIEDRICHSHAFEN.—Königlich Württembergische Staats-Eisenbahnen.

[6775—23-9

Eng. Miles	¶ Fares. 1st class fl kr.	2nd class fl.kr.	3rd class fl.kr.	STATIONS.	TRAINS. 1,2,3 class a.m.	2 & 3 Cl's a.m.	1,2,3 class a.m	1,2,3 class a m.	1 & 2 Ex. p.m.	2 & 3 class p.m.	1,2,3 class p.m.			
Dis.	—	—	—	**Bruchsal (T.)** ....dep		4 25	8 0	10 50	1 35	...	5 20	...	...	...
...	...	...	...	Heidelsheim		4 36	8 10	11 1	...	...	5 30	...	...	...
...	...	...	...	Gondelsheim		4 45	8 18	11 10	...	...	5 38	...	...	...
9½	0 36	0 24	0 18	Bretten		4 57	8 29	11 22	...	...	5 49	...	...	...
16½	1 3	0 49	0 30	Maulbronn (T. 1000 ft.)		5 23	8 54	11 50	...	...	6 14	...	...	...
19½	1 15	0 51	0 36	Muhlacker		5 42	9 4	12 9	2 18	...	6 24	...	...	...
23½	1 3	1 0	0 42	Illingen		5 54	9 15	12 22	...	...	6 35	...	...	...
...	...	...	...	Sersheim (Vaihingen)		6 4	9 25	12 32	...	...	6 45	...	...	...
...	...	...	...	Groszsachsenheim		6 14	9 35	12 42	...	...	6 55	...	...	...
35	2 12	1 27	1 0	**Bietigheim** ....arr.		6 25	9 45	12 52	2 43	...	7 5	...	...	...
From Heilbronn.				**Heilbronn** ....dep.		5 45	8 50	...	1 40	...	5 50	...	...	...
...	...	...	...	Nordheim		5 58	9 2	...	1 53	...	6 3	...	...	...
8	0 30	0 18	0 12	Lauffen (T. 2000ft.)		6 10	9 12	...	2 5	...	6 15	...	...	...
...	...	...	...	Kirchheim		6 20	9 21	...	2 15	...	6 25	...	...	...
...	...	...	...	Kesigheim		6 30	9 31	...	2 25	..	6 35	...	...	...
18½	1 12	0 54	0 33	**Bietigheim** ....arr		6 45	9 45	...	2 40	...	6 50	...	...	...
35	2 12	1 27	1 0	**Bietigheim** ....dep.		7 0	9 55	1 5	2 48	3 20	7 20	...	...	...
...	...	...	...	Asperg		7 15	10 10	1 20	...	3 46	7 35	...	...	...
39½	2 36	1 42	1 9	**Ludwigsburg** ....arr.		7 25	10 20	1 30	3 3	3 50	7 45	...	...	...
...	...	...	...	Do. ....dep.		7 30	10 25	1 35	3 5	4 0	7 50	...	...	...
...	...	...	...	Kornwestheim		7 37	10 32	1 43	...	4 10	7 57	...	...	...
...	...	...	...	Zuffenhausen		7 45	10 40	1 50	...	4 20	8 5	...	...	...
...	...	...	...	Feuerbach (T. 2900 ft.)		7 52	10 47	1 56	...	4 30	8 11	...	...	...
49	3 6	2 0	1 21	**Stuttgart** ....arr.	a.m.	8 0	10 55	2 5	3 22	4 40	8 20	...	...	...
...	...	...	...	Do. ....dep.	5 15	8 20	11 10	2 25	3 35	6 10	8 40	...	...	...
51½	3 12	2 3	1 24	**Cannstatt (T.)** ....arr	5 22	8 27	11 17	2 32	3 40	6 17	8 47	...	...	...
...	...	...	...	Do. 1200 ft. ....dep	5 27	8 32	11 22	2 37	3 42	6 22	8 52	...	...	...
...	...	...	...	Unterturkheim	5 38	8 43	11 31	2 47	...	6 33	9 3	...	...	...
...	...	...	...	Oberturkheim	5 44	8 49	11 37	2 54	...	6 39	9 10	...	...	...
58½	3 36	2 18	1 33	**Esslingen** ....arr.	5 50	8 55	11 43	3 0	3 54	6 45	9 16	...	...	...
...	...	...	...	Do. ....dep	5 55	9 20	11 48	Stop	3 56	6 50	Stop	...	...	...
...	...	...	...	Altbach	6 7	9 32	11 59		...	7 2		...	...	...
63	4 0	2 39	1 42	**Plochingen** ....arr	6 13	9 40	12 5		4 7	7 8		...	...	...
...	...	...	...	**Plochingen** ....dep.	6 23	10 23	...	...	4 45	8 48	...	...	...	...
...	...	...	...	**Reutlingen** ....arr.	7 37	12 14	...	...	6 0	10 2	...	...	...	...
...	...	...	...	**Plochingen** ....dep	6 21	9 56	12 11		4 11	7 16	...	...	...	...
...	...	...	...	Reichenbach	6 29	10 9	12 19		...	7 24	...	...	...	...
...	...	...	...	Ebersbach	6 40	10 19	12 29		...	7 35	...	...	...	...
...	...	...	...	Uhlingen	6 50	10 30	12 39		...	7 45	...	...	...	...
75½	4 45	3 3	2 3	**Goppingen** ....arr.	7 0	10 42	12 49	† 1, 2, 3 class.	4 34	7 55	...	...	...	...
...	...	...	...	Do. ....dep.	7 6	10 50	12 54		4 36	8 1	...	...	...	...
...	...	...	...	Eislingen	7 15	11 0	1 3	...	...	8 10	...	...	...	...
80½	5 6	3 15	2 12	Süssen	7 28	11 16	1 15	...	4 48	8 21	...	...	...	...
...	...	...	...	Gingen	7 38	11 28	1 24	...	...	8 30	...	...	...	...
87½	5 33	3 33	2 21	**Geislingen** ....arr.	7 56	11 50	1 42	...	5 4	8 48	...	...	...	...
...	...	...	...	Do. ....dep.	8 5	Stop	1 50	...	5 10	8 56	...	...	...	...
...	...	...	...	Amstetten	8 25		2 10	...	...	9 16	...	...	...	...
...	...	...	...	Lonsee	8 35		2 20	...	...	9 26	...	...	...	...
...	...	...	...	Beimerstetten	8 52	...	2 36	...	...	9 43	...	...	...	...
107½	6 51	4 24	2 57	**Ulm** (*2 Tunnels.*) ....arr.	9 8	...	2 52	a.m.	5 55	10 0	...	...	...	...
...	...	...	...	Do. ....dep.	9 25	...	3 10	5 30	†6 15		...	...	...	...
...	...	...	...	Einsingen	9 38	...	...	5 43	6 28	...	...	...	...	...
114½	7 18	4 42	3 12	Erbach	9 49	...	3 30	5 53	6 38	...	...	...	...	...
...	...	...	...	Risstissen	9 59	...	...	6 4	6 49	...	...	...	...	...
...	...	...	...	Laupheim	10 12	...	3 50	6 17	7 2	...	...	...	...	...
...	...	...	...	Schemmerberg	10 21	...	...	6 26	7 11	...	...	...	...	...
...	...	...	...	Langenschemmern	10 27	..	...	6 32	7 17	...	...	...	...	...
...	...	...	...	Warthausen	10 35	...	...	6 40	7 25	...	...	...	...	...
130½	8 24	5 27	3 42	**Biberach** ....arr.	10 41	...	4 13	6 46	7 31	...	...	...	...	...
...	...	...	...	Do. ....dep.	10 48	...	4 18	6 54	7 37	...	...	...	...	...
...	...	...	...	Ummendorf	10 57	...	...	7 3	7 46	...	...	...	...	...
138½	8 54	5 45	3 54	Essendorf (Waldsee)	11 12	...	4 40	7 18	8 1	...	...	...	...	...
143½	9 12	5 57	4 3	Schussenried	11 28	...	4 56	7 38	8 21	...	...	...	...	...
146½	9 24	6 6	4 9	Aulendorf	11 40	...	5 8	7 49	8 33	...	...	...	...	...
151½	9 42	6 18	4 18	Durlesbach	11 53	...	5 20	8 1	8 46	...	...	...	...	...
...	...	...	...	Mochenwangen	12 3	...	...	8 12	8 56	...	...	...	...	...
...	...	...	...	Niederbiegen	12 13	...	...	8 21	9 4	...	...	...	...	...
160½	10 18	6 43	4 33	**Ravensburg** ....arr.	12 22	...	5 48	8 30	9 12	...	...	...	...	...
...	...	...	...	Do. ....dep.	12 27	...	5 55	8 35	9 20	...	...	...	...	...
...	...	...	...	Meckenbeuren	12 44	...	6 12	8 52	9 37	...	...	...	...	...
172½	11 6	7 15	4 54	**Friedrichshafen**	12 57	...	6 25	9 5	9 50	...	...	...	...	...

(a) Diligences from Friedrichshafen to Constanz in 1½ hour.

¶ The German Florin or Gulden is equal to 60 kreutzers, or 1s. 8½d.; 3 kreutzers equal 1d.

FRIEDRICHSHAFEN AND BRUCHSAL.—Königlich Wurtembergische Staats Eisenbahn.

[6775—2—9

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	STATIONS.	TRAINS. 1,2,3 class	1,2,3 class	1,2,3 class	3 cl. Cars	1,2,3 class	1,2,4 class	1,2,3 class	1,2,3 class		
Dis.	fl.kr.	fl.kr.	fl.kr.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		
—	—	—	—	**Friedrichshafen**	...	...	5 0		10 15	...	2 15	6 35	...	...
...	...	...	...	Meckenbeuren	...	...	5 16		10 31	...	2 31	6 51	...	...
12¾	0 48	0 32	0 30	**Ravensburg** ..... arr.	...	...	5 31		10 46	...	2 46	7 7	...	...
...	...	...	...	Do ..... dep.	...	...	5 38		10 51	...	2 51	7 13	...	...
...	...	...	...	Niederbiegen	...	...	...		11 0	...	3 0	7 23	...	...
...	...	...	...	Mochenwangen	...	...	...		11 10	...	3 10	7 33	...	...
22	1 24	0 57	0 36	Durlesbach	...	...	6 8		11 2	...	3 23	7 46	...	...
25¾	1 42	1 9	0 45	Aulendorf	...	...	6 27		11 43	...	3 43	8 6	...	...
29	1 53	1 18	0 51	Schussenried	...	...	6 37		11 56	...	3 56	8 18	...	...
33¾	2 12	1 30	1 0	Essendorf (Waldsee)	...	...	6 53		12 12	...	4 12	8 34	...	...
...	...	...	...	Ummendorf	...	...	...		12 25	...	4 25	8 44	...	...
42	2 42	1 48	1 12	**Biberach** ..... arr.	...	...	7 10	++	12 32	...	4 32	8 52	...	...
...	...	...	...	Do. ..... dep.	...	...	7 15		12 40	...	4 40	9 0	...	...
...	...	...	...	Warthausen	...	...	...		12 47	...	4 47	9 7	...	...
...	...	...	...	Langenschemmern	...	...	...		12 54	...	4 54	9 14	...	...
...	...	...	...	Schemmerberg	...	...	7 30	...	1 0	...	5 0	9 20	...	...
...	...	...	...	Laupheim	...	...	7 40	...	1 9	...	5 9	9 29	...	...
...	...	...	...	Risstissen	...	...	7 49	...	1 18	...	5 18	9 38	...	...
58¾	3 48	2 33	1 42	Erbach	...	...	8 2	...	1 31	...	5 31	9 51	...	...
...	...	...	...	Einsingen	...	...	8 9	...	1 38	...	5 38	9 58	...	...
65¼	4 15	2 51	1 57	**Ulm** (2 *Tunnels.*) ..... arr.	...	a.m	8 20	a m.	1 50	...	5 50	10 10	...	...
...	...	...	...	Do. ..... dep	...	5 30	8 35	9 20	2 8	...	6 10	Stop	...	...
...	...	...	...	Beimerstetten	...	5 58	...	9 50	2 37	...	6 38		...	...
...	...	...	...	Lonsee	...	6 13	...	10 6	2 52	...	6 53		...	...
...	...	...	...	Amstetten	...	6 24	...	10 27	3 3	...	7 5		...	...
80¼	5 33	3 42	2 30	**Geislingen** ..... arr.	...	6 37	9 22	10 40	3 16	...	7 18		...	...
...	...	...	...	Do. ..... dep.	...	6 44	9 27	10 46	3 22	...	7 25		...	...
...	...	...	...	Gingen	...	6 54	...	10 58	3 32	...	7 35		...	...
92	6 0	4 0	2 42	Sussen	...	7 6	9 40	11 10	3 44	...	7 47		...	...
...	...	...	...	Eislingen	...	7 14	...	11 18	3 52	...	7 55		...	...
97¾	6 21	4 12	2 51	**Goppingen** ..... arr.	...	7 20	9 50	11 26	3 58	...	8 1		...	...
...	...	...	...	Do. ..... dep.	...	7 25	9 52	11 34	4 3	...	8 6		...	...
...	...	...	...	Uihingen	...	7 34	...	11 44	4 12	...	8 15		...	...
...	...	...	...	Ebersbach	...	7 43	...	11 54	4 22	...	8 24		...	...
...	...	...	...	Reichenbach	...	7 51	...	12 2	4 30	...	8 32		...	...
109¼	7 6	42	3 12	**Plochingen** ..... arr.	...	7 57	10 13	12 10	4 36	...	8 38	...	...	...
...	...	...	...	**Reutlingen** ..... dep.	...	6 45	...	10 41	2 21	...	7 24	...	...	...
...	...	...	...	**Plochingen** ..... arr.	...	7 53	...	11 47	4 2	...	8 30	...	...	...
...	...	...	...	**Plochingen** ..... dep.	...	8 3	10 15	12 24	4 42	...	8 43	...	...	...
...	...	...	...	Altbach	...	8 10	...	12 32	4 48	...	8 50	...	...	...
115½	7 30	4 57	3 21	**Esslingen** ..... arr.	a.m.	8 20	10 25	12 45	4 58	p.m.	9 0	...	...	...
...	...	...	...	Do. ..... dep.	5 55	8 25	10 28	1 12	5 3	7 35	9 5	...	...	...
...	...	...	...	Oberturkheim	6 3	8 33	...	1 20	5 11	7 43	9 13	...	...	...
...	...	...	...	Unterturkheim	6 10	8 40	...	1 27	5 18	7 50	9 20	...	...	...
121½	7 54	5 12	3 30	**Cannstatt** (T. ..... arr.	6 16	8 46	10 41	1 33	5 24	7 56	9 26	...	...	...
...	...	...	...	Do. 1200 ft.) ..... dep	6 21	8 51	10 43	1 38	5 29	8 1	9 31	...	...	...
123¼	8 0	5 15	3 33	**Stuttgart** ..... arr.	6 30	9 0	10 48	1 48	5 38	8 10	9 40	...	...	...
...	...	...	...	Do. ..... dep	6 50	9 20	11 0	2 8	5 55	8 30	Stop	...	...	...
...	...	...	...	Feuerbach (T. 2900 ft.)	7 1	9 32	...	2 20	6 7	8 41		...	...	...
...	...	...	...	Zuffenhausen	7 7	9 40	...	2 27	6 14	8 47		...	...	...
...	...	...	...	Kornwestheim	7 15	9 48	...	2 35	6 22	8 55	...	...	...	...
132¾	8 30	5 33	3 45	**Ludwigsburg** ..... arr.	7 22	9 55	11 20	2 42	6 29	9 2	...	...	...	...
...	...	...	...	Do. ..... dep.	7 27	10 0	11 21	2 47	6 34	9 7	...	...	...	...
...	...	...	...	Asperg	7 35	10 10	...	2 57	6 42	9 15	...	...	...	...
138½	8 54	5 48	3 53	**Bietigheim** ..... arr	7 45	10 20	11 36	3 7	6 52	9 25	...	...	...	...
From Bietigheim.				**Bietigheim** ..... dep.	7 55	10 35	...	3 20	7 25	...	...	...	...	...
...	...	...	...	Besigheim	8 8	10 48	...	3 33	7 38	...	...	...	...	...
...	...	...	...	Kirchheim	8 18	10 58	...	3 43	7 48	...	...	...	...	...
10½	0 42	0 30	0 21	Lauffen (T. 2000 ft.)	8 28	11 8	...	3 53	7 58	...	...	...	...	...
...	...	...	...	Nordheim	8 39	11 19	...	4 4	8 9	...	...	...	...	...
18½	1 12	0 48	0 33	**Heilbronn** ..... arr.	8 50	11 30	...	4 15	8 20	...	...	...	...	...
138½	8 54	5 48	3 54	**Bietigheim** ..... dep.	8 0	10 40	11 41	3 17	7 5	...	...	...	...	...
...	...	...	...	Grossaschenheim	8 13	10 53	...	3 29	7 17	...	...	...	...	...
...	...	...	...	Sersheim (Vaihingen)	8 23	11 3	...	3 39	7 26	...	...	...	...	...
140	9 36	6 15	4 12	Illingen	8 33	11 13	...	3 49	7 35	...	...	...	...	...
152¾	9 51	6 24	4 18	Muhlacker	8 46	11 36	12 12	4 2	7 49	...	...	...	...	...
157¾	10 3	6 36	4 24	Maulbronn (T. 1000 ft.)	8 56	11 48	...	4 12	8 0	...	...	...	...	...
163	10 30	6 51	4 36	Bretten	9 14	12 6	...	4 29	8 17	...	...	...	...	...
...	...	...	...	Gondelsheim	9 22	12 13	...	4 37	8 25	...	...	...	...	...
...	...	...	...	Heidelsheim	9 32	12 21	...	4 46	8 33	...	...	...	...	...
172¼	11 6	7 18	4 54	**Bruchsal** (T.) ..... arr.	9 40	12 30	12 49	4 55	8 42	...	...	...	...	...

* Next morning. + 2nd and 3rd class.

¶ The German Florin is equal to 20 Kreutzers, or 1s. 8½d.; 3 Kreutzers equal 1d.

FRANKFORT, HANAU, ASCHAFFENBURG, BAMBERG, HOF, NURNBERG, AUGSBURG AND MUNICH.—

Royal Bavarian State Railway.

[30-8.—25-9.

Miles from Frankfort	Dis.	¶ Fares. 1st class fl.kr.	2nd class fl.kr.	3rd class fl.kr.	Stations.	Trains. † 1 & 2	2 1,2,3 class	3 1,2,3 class	4 1,2,3 class	‡5 2 & 3 class	6 1,2,3 class	‡7 2 & 3 class	Miles from Munich	Dis.	Fares. 1st class fl.kr.	2nd class fl.kr.	3rd class fl.kr.
					[NO TUNNELS between Frankf't & Asch'ffnbrg.												
					PARIS (p. 52) ...dep.	a.m. ...	a.m. ...	p.m. ...	p.m. ...	p.m. 8 0	p.m. ..	p.m. ...		—	—	—	—
—	—	—	—	—	**Frankfort-o-M.**dep.	a.m. 6 30	a.m. 8 5	p.m. 12 30	p.m. 3 0	p.m. 4 55	p.m. 7 0	p.m. 9 5	4½	0 18	0 12	0 9	
3½	0 15	0 10	0 7		Mainkur	...	8 15	12 40	3 10	5 7	7 10	9 17	...	...	0 30	0 21	
6½	0 27	0 18	0 12		Dörnigheim(Hochstadt	...	8 24	12 49	3 19	...	7 19	...	15	1 0	0 39	0 27	
6½	0 36	0 27	0 18		Wilhelmsbad	6 49	8 31	12 56	3 26	5 22	7 26	9 32	19½	1 18	0 51	0 36	
10	0 45	0 30	0 21		**Hanau** .....arr.	6 53	8 36	1 1	3 31	5 28	7 31	9 38	...	...	1 0	0 39	
...	...	...	...		,, ...dep.	6 57	8 42	1 6	Stop	5 40	Stop	9 53	...	...	1 6	0 45	
12	0 57	0 39	0 27		Gr. Auheim	...	8 50	1 14		5 49		10 2	29	1 54	1 15	0 51	
15½	1 12	0 48	0 33		Kahl	...	9 0	1 24		6 0		10 13	35	2 15	1 30	1 0	
18½	1 24	0 57	0 39		Dettingen	...	9 8	1 32	...	6 10		10 23	38½	...	...	...	
22	1 39	1 6	0 45		Kl. Ostheim	...	9 17	1 41	...	6 21		10 34	...	2 30	1 39	1 6	
25½	1 54	1 18	0 54		**Aschaffenburg** arr.	7 30	9 26	1 51	...	6 32		10 45	...	2 48	1 51	1 15	
...	...	...	...		,, dep.	7 33		2 15	...	7 5		*3 30	51½	3 18	2 12	1 30	
32	2 6	1 24	0 57		Laufach [T. 3172 ft.	...	Stop	2 37	...	7 38		4 3	...	3 33	2 21	1 36	
...	...	...	...		Heigenbrücken	...		2 55	...	8 6		4 31	...	...	...	...	
...	...	...	...		Partenstein	...	...	3 18	...	8 45		5 10	64	4 9	2 45	1 51	
48½	3 9	2 6	1 27		Lohr	8 40	...	3 33	...	9 9		5 34	71	4 36	3 3	2 3	
58½	3 45	2 30	1 42		Gemünden	9 0	...	3 57	...	9 45		6 13		5 3	3 21	2 15	
...	...	...	...		Wernfeld	...	...	4 3	...	9 57		6 22	82½	...	...	...	
66½	4 18	2 51	1 57		Carlstadt	9 21	...	4 24	...	10 28		6 53	...	5 21	3 33	2 24	
71	4 36	3 3	2 3		Retzbach	...	...	4 38	...	10 49		7 14	...	5 39	3 45	2 30	
...	4 57	3 18	2 15		Veitshöchheim	9 46	...	4 55	...	11 14		7 39	90½	5 51	3 54	2 36	
82½	5 21	3 33	2 24		**Würzburg**..... arr.	9 57	...	5 9	...	11 35		8 0	99	6 24	4 15	2 51	
...	...	...	...		,, ...dep.	10 10	...	5 30	...	*4 20		12 55	...	6 36	4 26	2 57	
87	5 39	3 45	2 33		Rottendorf	...	...	5 48	...	4 51		1 26	108½	7 0	4 39	3 6	
93	6 0	4 0	2 42		Seligenstadt	10 39	...	6 6	...	5 19		1 54	...	7 12	4 48	3 12	
97	6 15	4 9	2 48		Bergtheim	...	...	6 16	...	5 35		2 10	118½	7 39	5 6	3 24	
102	6 36	4 24	2 57		Weigolshausen	11 1	...	6 33	...	6 3		2 38	124½	8 3	5 21	3 36	
107	6 51	4 33	3 3		Bergrheinfeld	...	...	6 41	...	6 17		2 52	129½	8 21	5 33	3 42	
111½	7 12	4 48	3 15		**Schweinfurt** ...arr.	11 21	...	6 56	...	6 40		3 15	136½	8 45	5 51	3 54	
...	...	...	...		,, ...dep.	11 26	...	7 6	...	7 15		4 0	...	9 6	6 3	4 3	
114	7 21	4 54	3 18		Schonungen	...	...	7 15	...	7 31		4 15	...	...	...	...	
...	...	...	...		Gädheim	...	...	7 24	...	7 46		4 30	145½	9 24	6 15	4 12	
...	...	...	...		Obertheres	...	...	7 35	...	8 2		4 47	149	9 36	6 24	4 18	
124	8 3	5 21	3 36		Haszfurt	12 0	...	7 48	...	8 22		5 7	...	9 49	6 27	4 21	
129	8 21	5 33	3 45		Zeil	...	...	8 1	...	8 42		5 27	156	10 3	6 42	4 30	
133	8 33	5 42	3 51		Ebelsbach	12 19	...	8 12	...	8 58		5 42	15½	10 12	6 48	4 33	
...	...	...	...		Staffelbach	...	...	8 24	...	9 17	...	6 2	163	10 30	7 0	4 42	
...	...	...	...		Oberhaid	...	...	8 32	...	9 31	...	6 16	167½	10 48	7 12	4 48	
145½	9 24	6 15	4 12		**Bamberg** .....arr.	12 46	...	8 45	...	9 50	...	6 35	...	11 6	7 24	4 57	
						a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	noon	176	11 21	7 33	5 3	
...		Fro	m H	of.	**Hof** (p. 125) dep.	9 30	6 20	1 45	5 25	4 40	12 30	12 0	183	...	...	...	
...	...		0 15	0 12	Oberkotzau	...	6 49	2 12	5 54	5 9	...	12 29	Fro	m	B	amb	erg.
8	0 33		0 21	0 15	Schwarzenbach	9 52	7 12	2 28	6 17	5 32	1 3	12 51	—	—	—	—	
17	1 3		0 42	0 30	Münchberg	10 13	7 58	3 10	7 3	6 20	1 34	1 31	4½	0 18	0 12	0 9	
23	1 30		1 0	0 42	Stambach	...	8 36	3 46	7 43	6 58	...	2 4	...	...	...	...	
30	1 57		1 18	0 54	Markt Schorgast	10 45	9 20	4 20	8 25	7 40	2 23	2 40	12½	0 51	0 33	0 24	
35	2 15		1 30	1 0	**Neuenmarkt** arr.	11 3	9 50	4 45	8 55	8 10	2 45	3 10	16½	1 3	0 42	0 30	
A	B		C	D		1	2	3	4	5	6	7	A	B	C	D	

Stations.	Trains. †1 1 & 2 class	‡2 2 & 3 class	3 1,2,3 class	4 1,2,3 class	‡5 2 & 3 class	6 1,2,3 class	‡7 2 & 3 class
	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.
Munich .....dep	5 0	6 5	...	11 0	1 20	5 30	...
Pasing ...	...	6 25	...	11 15	1 40	5 47	...
Lochhausen	...	6 37	...	11 25	1 52	5 59	...
Olching	...	6 52	...	11 37	2 8	6 13	...
Maisach	...	7 9	...	11 49	2 25	6 26	...
Nanhofen	...	7 25		12 1	2 44	6 40	...
Haspelmoor	...	7 46		12 13	3 2	6 55	...
Althegnenberg	...	7 53	‡ Goods Trains with 2nd and 3rd Class Passengers.	12 19	3 9	7 2	...
Mering ...	...	8 13		12 31	3 25	7 17	...
Stierhof	...	8 36		12 49	3 51	7 38	...
Augsburg .....arr.	6 25	8 50		1 0	4 5	7 50	...
,, (p. 135).....dep.	6 40	9 45		1 20	5 5	8 20	...
Gersthofen	...	10 2		1 34	5 22	...	...
Meitingen	7 9	10 38	* Morning. † Quick Train.	2 0	5 59	9 5	...
Nordendorf	...	10 52		2 10	6 12	9 16	...
Donauwörth ...arr.	7 38	11 36		2 30	6 50	9 45	...
,, ...dep.	7 43	11 50		2 35	7 15	9 55	...
Harburg.....[T. 454 ft.	8 1	12 27		2 58	7 52	10 21	...
Mötingen	...	12 52		3 15	8 17	...	...
Nordlingen .....arr.	8 28	1 15		3 30	8 40	11 0	...
,, ...dep.	8 33	2 30		3 35	*3 45	11 10	...
Durrenzimmern	...	2 49		3 45	4 4	...	...
Oettingen	8 52	3 8		3 59	4 25	11 40	...
Wassertrüdingen	9 10	3 41		4 22	4 59	12 9	...
Kronheim	...	4 0		4 34	5 18	...	...
Gunzenhausen	9 35	5 0		4 51	5 55	12 45	...
Langlau	...	5 22		5 4	6 17	...	...
Pleinfeld	10 0	5 56		5 22	6 46	1 24	...
Georgensgmünd	...	6 24		5 40	7 14	1 44	...
Rotk	10 24	6 49		5 56	7 38	2 2	...
Schwabach	10 39	7 24		6 18	8 14	2 26	...
Reichelsdorf	...	7 43		6 32	8 33	...	...
Nurnberg .....arr.	11 0	8 0	...	6 45	8 50	2 55	p.m.
,, ...dep.	11 10	5*30	...	7 5	1§30	3 25	5 0
Fürther Kreutzung	11 19	6 2	...	7 16	1 57	3 37	5 38
Poppenreuth	...	6 10	...	7 21	2 5	...	5 40
Eltersdorf	...	6 30	...	7 35	2 26	3 58	6 0
Erlangen... [T. 1015 ft.	11 42	6 47	...	7 48	2 44	4 13	6 17
Baiersdorf	...	7 8	...	8 4	3 5	4 30	6 38
Forchheim	12 4	7 32	...	8 20	3 29	4 47	7 2
Eggolsheim	...	7 48	...	8 32	3 45	...	7 18
Hirschaid	...	8 8	...	8 44	4 3	5 12	7 38
Bamberg .....arr.	12 40	8 30	...	9 0	4 25	5 30	8 0
	p.m.	a.m.	p.m.	p.m.	a.m.	p.m.	Stop
Bamberg.....dep.	1 15	6 20	9 30	1 40	10 3	5 25	...
Breitengussbach	...	6 39	9 44	2 5	10 30	5 50	...
Zapfendorf	...	6 56	...	2 23	10 48	6 8	...
Ebensfeld	...	7 11	...	2 40	11 5	6 25	...
Staffelstein	...	7 25	10 19	2 57	11 23	6 43	...
	1	2	3	4	5	6	7

A	B	C	D		1	2	3	4	5	6	7
...	...	...	...	(BAYREUTH) ...dep.	11 7	11 10	4 55	5 5	8 25	2 50	Stop
38	2 30	1 39	1 6	Untersteinach	...	11 32	5 12	5 27	8 47	...	
43	2 42	1 48	1 12	Culmbach	11 25	12 0	5 40	6 0	9 20	3 15	
45	2 57	1 57	1 15	Mainleus	...	12 15	5 55	6 15	9 35	...	...
52	...	2 15	1 30	Burgkundstadt	11 48	12 53	6 24	6 30	10 10	3 45	...
56	3 36	2 24	1 36	Hochstadt	11 58	1 15	6 39	7 9	10 29	3 56	...
62	4 0	2 39	1 48	Lichtenfels	12 14	2 40	7 15	7 45	11 0	4 15	...
65	4 12	2 48	1 54	Staffelstein	...	3 0	7 30	8 5	11 20	4 27	...
69	4 27	2 57	2 0	Ebensfeld	...	3 16	7 43	8 21	11 36	...	...
...	...	3 6	2 6	Zapfendorf	...	3 32	7 57	8 37	11 52	...	...
77	4 57	3 18	2 12	Breitengüssbach ...	...	3 56	8 12	9 1	12 16	5 2	...
81	5 15	3 30	2 21	**Bamberg** ...arr.	1 0	4 15	8 30	9 20	12 35	5 15	...
					p.m.	a. m.	p.m	a.m.	a.m	p m	
—	...	...	...	**Bamberg** .....dep.	1 40	5 35	9 0	7 20	10 10	‡5 40	...
7	9 51	6 33	4 34	Hirschaid	...	5 53	9 24	8 4	10 44	6 14	...
...	...	...	...	Eggolsheim	...	6 4	...	8 20	11 0	6 30	...
16	10 21	6 54	4 39	Forchheim.....	2 16	6 20	9 56	8 47	11 27	6 57	...
20	10 39	7 6	4 45	Baiersdorf [T. 1015 ft.]	...	6 35	10 14	9 11	11 53	7 21	...
25	10 57	7 18	4 54	Erlangen	2 39	6 52	10 34	9 36	12 19	7 47	...
27	11 6	7 34	4 57	Eltersdorf	...	7 1	10 45	9 50	12 31	8 1	...
...	...	...	...	Poppenreuth.....	...	7 15	...	10 10	12 51	8 21	...
34	11 33	7 42	5 9	Fürther Kreutzung.....	3 2	7 21	11 8	10 37	1 18	8 48	...
38	11 48	7 51	5 15	**Nuremberg** .....arr.	3 10	7 30	11 20	10 50	1 30	9 0	...
...	...	...	...	„ .....dep.	3 20	7 45	11 50	Stop	5 30	‡5 30	...
...	...	...	...	Reichelsdorf	...	7 58	...		5 43	5 48	...
47	12 24	8 15	5 33	Schwabach	3 43	8 13	12 22		6 15	6 14	...
54	12 51	8 33	5 45	Roth.....	3 58	8 32	12 44	...	6 46	6 43	...
59	13 9	8 45	5 51	Georgensgmünd	...	8 47	1 2	...	7 17	7 15	...
65	13 30	9 0	6 3	Pleinfeld.....	4 26	9 7	1 26	...	7 51	7 50	...
...	...	...	...	Langlau	...	9 22	...	...	8 18	8 18	...
75	11 12	9 27	6 21	**Gunzenhausen**.....	4 55	9 39	2 5	...	8 55	9 50	...
...	...	...	...	Kronheim	...	9 52	...	...	9 18	10 15	...
84	14 48	9 51	2 36	Wassertrüdingen.....	5 17	10 7	2 40	...	9 44	10 39	...
93	15 18	10 12	6 51	Oettingen	5 35	10 28	3 7	...	10 20	11 15	...
...	...	...	...	Dürrenzimmern	...	10 38	...	...	10 37	11 32	...
101	15 51	10 33	7 3	**Nordlingen** .....arr.	5 55	10 50	3 35	...	10 55	11 50	...
...	...	...	...	„ .....dep.	6 0	10 55	3 40	...	*6 0	1 15	...
...	...	...	...	Möttingen	...	11 11	...	...	6 22	1 37	...
112	16 36	11 3	7 24	Harburg.....[T. 454 ft.	6 30	11 29	4 21	...	6 51	2 6	...
119	17 3	11 21	7 36	**Donauwörth** ...arr.	6 50	11 50	4 45	...	7 20	2 35	...
...	...	...	...	„ ...dep.	6 55	11 55	4 50	...	7 38	2 55	...
...	...	...	...	Nordendorf	...	12 16	5 22	...	8 17	3 34	...
132	17 51	11 54	7 57	Meitingen	28	12 30	5 39	...	8 33	3 53	...
...	...	...	...	Gersthofen.....	...	12 52	...	...	9 9	4 33	...
145	...	...	...	**Augsburg** .....arr.	8 0	1 5	6 25	...	9 25	5 0	...
...	...	...	...	„ (p. 135)...dep	8 20	1 40	6 50	...	10 35	5 45	...
148	...	...	...	**Stierhof**	...	1 52	7 2	...	10 51	6 1	...
154	...	...	...	Mering	...	2 10	7 24	...	11 15	6 24	...
...	...	...	...	Althegnenberg.....	...	2 22	7 39	...	11 31	6 46	...
...	...	...	...	Haspelmoor	...	2 28	7 48	...	11 42	6 52	...
164	...	...	...	Nanhofen	...	2 40	8 1	...	12 0	7 7	...
168	...	...	...	Maisach	...	2 52	8 15	...	12 18	7 26	...
...	...	...	...	Olching	...	3 3	8 28	...	12 32	7 41	...
...	...	...	...	Lochhausen	...	3 15	8 42	...	12 48	7 58	...
179	...	...	...	Pasing.....	...	3 26	8 54	...	1 4	8 14	...
183	...	...	...	**Munich**.....arr.	9 45	3 40	9 10	...	1 20	8 30	...

A	B	C	D		1	2	3	4	5	6	7
19¼	1 18	0 51	0 36	Lichtenfels	2 2	7 55	10 35	3 32	12 10	7 10	...
25¼	1 30	1 6	0 45	Hochstadt	2 15	8 18	10 52	3 58	12 38	7 36	...
29	1 54	1 18	0 51	Burgkundstadt.....	2 25	8 34	11 4	4 20	12 55	7 55	...
36	2 21	1 33	1 3	Mainleus	...	‡5 ...	...	4 51	1 26	8 26	...
38½	2 30	1 39	1 6	Culmbach	2 48	9 35	11 40	5 30	2 0	8 50	...
43	2 48	1 51	1 15	Untersteinach	...	9 57	...	5 52	2 22	9 12	...
46½	3 0	2 0	1 21	**Neuenmarkt**...s. (BAYREUTH) d.	3 0	10 15	12 5	6 10	2 40	9 30	p.m.
					3 10	10 35	12 15	6 30	3 45	*4 40	5 16
51½	3 18	2 12	1 30	Markt Schorgast ...	3 30	11: 8	12 40	7 4	4 19	5 14	5 50
58½	3 45	2 30	1 42	Stambach	...	11 41	...	7 40	4 55	5 50	6 29
64	4 9	2 45	1 51	Münchberg	4 4	12 16	1 31	8 20	5 35	6 30	7 9
73½	4 45	2 9	2 6	Schwarzenbach ...	4 23	12 52	1 58	9 3	6 18	7 13	7 52
...	...	...	...	Oberkotzau	...	1 8	...	9 24	6 39	7 34	8 14
81½	5 15	3 30	2 21	**Hof** (p. 126) arr.	4 45	1 35	2 30	10 0	7 15	8 10	8 50
...	11 48	7 51	5 15	**Bamberg** .....dep.	1 50	*6 45	Stop	Stop	...	6 0	3 35
...	...	...	...	Oberhaid	...	7 6			...	...	3 56
...	...	...	...	Staffelbach	...	7 20	...	...	...	...	4 10
195½	12 36	8 24	5 26	Ebelsbach	2 18	7 41	...	...	...	6 35	4 31
199½	12 51	8 33	5 42	Zeil	...	7 57	...	...	...	6 46	4 47
204	13 9	8 45	5 51	Haszfurt.....	2 39	8 23	...	...	...	7 3	5 13
...	...	...	...	Obertheres.....	...	8 36	...		...	...	5 26
...	...	...	...	Gädheim	...	8 52	...	§ Afternoon.	...	...	5 42
214½	13 48	9 12	6 9	Schonungen	...	9 8	...		...	7 32	5 58
...	...	...	...	**Schweinfurt** ...arr.	3 10	9 20	...		...	7 40	6 10
...	...	...	...	„ ...dep.	3 18	10 15	...		...	7 50	7 0
216½	13 57	9 18	6 12	Bergrheinfeld	...	10 43	...		...	8 6	7 28
222½	14 21	9 33	6 24	Weigloshausen.....	3 39	11 2	...		...	8 15	7 47
226	14 38	9 42	6 30	Bergtheim	...	11 30	...		...	8 31	8 15
231¼	14 57	9 57	6 39	Seligenstadt	4 1	11 48	...		...	8 41	8 33
233½	15 9	10 6	6 45	Rottendorf.....	...	12 16	...		...	8 59	9 1
241½	15 33	10 21	6 54	**Wurzburg**.....arr.	4 24	12 38	...		...	9 12	9 20
...	...	...	...	„ .....dep.	4 44	2 5	...		...	9 30	*3 0
245½	15 51	10 33	7 3	Veitshöchheim	4 56	2 28	...		...	9 45	3 23
251½	16 12	10 48	7 12	Retzbach	...	2 54	...		...	10 2	3 49
257½	16 36	11 3	7 34	Carlstadt	5 22	3 18	...		...	10 18	4 13
262	16 54	11 15	7 30	Wernfeld	...	3 45	...		...	...	4 40
270½	17 24	11 36	7 45	Gemünden.....	5 42	3 58	...		...	10 43	4 53
279½	18 0	12 0	8 0	Lohr	6 6	4 39	...		...	11 10	5 34
...	...	...	...	Partenstein	...	5 0	...		...	...	5 55
...	...	...	...	Heigenbrücken [T.3172	...	5 45	...		...	11 52	6 40
296	19 3	12 42	8 30	Laufach	...	6 8	...		...	12 12	7 3
303	19 30	13 0	8 42	**Aschaffenburg** arr.	7 5	6 35	a.m.		...	12 30	7 30
...	Frankfort		nbrg	„ ...dep.	7 10	8 10	6 5		...	12 35	8 5
306½	...	...	...	Kl. Ostheim	...	8 22	6 15		...	1 45	8 17
309⅔	0 30	0 21	0 15	Dettingen	...	8 33	6 24		...	12 54	8 28
313	0 42	0 30	0 21	Kahl	...	8 43	6 32	1,2,3	...	1 2	8 38
316½	0 57	0 39	0 27	Gr. Auheim	...	8 54	6 41	class	...	1 13	8 49
318½	1 9	0 48	0 33	**Hanau** ....arr.	7 43	9 2	6 47	p.m.	...	1 19	8 56
...	...	...	...	„ .....dep.	7 47	9 21	6 58	5 30	...	1 26	9 7
320	1 18	0 51	0 3[illegible]	Wilhelmsbad	7 53	9 31	7 5	5 37	...	1 33	9 15
322	1 27	1 0	0 42	Hörnigheim(Hochstadt	...	...	7 13	5 44	...	1 40	...
325½	1 39	1 9	0 4[illegible]	Mainkur.....	8 6	9 46	7 22	5 56	...	1 50	9 30
328½	1 54	1 16	0 54	**Frankfort** .....arr.	8 13	9 56	7 31	6 3	...	1 58	9 40
...	...	...	...	PARIS .....arr.	...	...	...	...	...	...	a.m 5 0

GUNZENHAUSEN and ANSBACH. { From **Gunzenhausen** to **Ansbach**, at 6, and 10 a.m.; and 5¼ p.m., in 1 hour. From **Ansbach** to **Gunzenhausen**, at 8 a.m.; 3½, and 7½ p.m., in 1 hour. [26-7

‡ The German Florin or Gulden is equal to 60 kreutzers, or 1s. 8½d.; 3 kreutzers equal 1d.

MUNICH AND STARNBERG.—Royal Bavarian State Railway. [23-19.

Miles.	Eng.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class					
	Dis.	fl.kr.	fl.kr.	fl.kr.		a.m.		p.m.					
	—	—	—	—	**Munich** ...dep.	6 30	11 30	3 30	...	...	...	...	...
4½		0 18	0 12	0 9	Pasing	...	...	...	...	...	...	...	...
...		0 33	0 21	0 15	Planegg	...	...	...	...	...	...	...	...
...		0 45	0 30	0 21	Gauting	...	...	...	...	...	...	...	...
9½		0 54	0 36	0 24	Mühlthal	...	...	...	...	...	...	...	...
10½		1 3	0 42	0 27	**Starnberg** arr.	7 30	12 30	4 30	...	...	...	...	...

Miles.	Eng.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class					
	Dis.	fl.kr.	fl.kr.	fl.kr.		a.m.	p.m.	p.m.					
	—	—	—	—	**Starnberg**dep.	7 45	1 0	5 0	...	...	...	...	...
...		0 12	0 9	0 6	Mühlthal	...	...	...	...	...	...	...	...
...		0 24	0 15	0 12	Gauting	...	...	...	...	...	...	...	...
...		0 33	0 21	0 15	Planegg	...	...	...	...	...	...	...	...
11½		0 51	0 33	0 24	Pasing	...	...	...	...	...	...	...	...
16½		1 3	0 42	0 27	**Munich** ...arr.	8 45	2 0	6 0	...	...	...	...	...

Remarks.—Return Tickets are issued for Starnberg, 2nd class, 1 fl. 12 kr ; 3rd class, 48 kr.

NEUENMARKT AND BAYREUTH.—Royal Bavarian State Railway. [25-9

Miles.	Eng.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	
	Dis.	fl.kr.	fl.kr.	fl.kr.		a.m.	a.m.	p.m.	p.m.	
	—	—	—	—	**Neuenmarkt**.....dep.	5 10	11 10	3 30	9 35	...
...	...	0 9	0 6		Trebgast	5 22	11 22	3 42	...	...
...	...	0 18	0 12		Harsdorf	5 36	11 36	3 56	...	...
12½		0 51	0 33	0 24	**Bayreuth**.....ar.	6 0	12 0	4 20	10 25	...

Miles.	Eng.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	
	Dis.	fl.kr.	fl.kr.	fl.kr.		a.m.	a.m.	p.m.	p.m.	
	—	—	—	—	**Bayreuth**.....dep.	3 45	9 40	2 0	8 0	...
...		0 18	0 12		Harsdorf	...	10 5	2 25	8 25	...
...		0 27	0 18		Trebgast	...	10 19	2 39	8 39	...
12½		0 51	0 33	0 24	**Neuenmarkt** .....arr.	4 35	10 30	2 50	8 50	...

AUGSBURG AND ULM.—Royal Bavarian State Railway. [25-9

Miles.	Eng.	¶ Fares. 1 cl.	2 cl.	3 cl.	Hof (page 132) Frankfurt (p. 132) Munich (page 132)	Trains. 1 & 2	1, 2, 3	1, 2, 3	1, 2, 3
	Dis.	fl. kr.	fl. kr.	fl. kr.		a.m.	p.m.	a.m.	p.m.
	—	—	—	—	**Augsburg** ....dep.	6 35	1 40	*9 0	*6 15
2¾		0 15	0 9	0 6	Westheim	..	1 55	9 19	6 34
9¾		0 36	0 24	0 18	Gessertshausen	..	2 14	9 44	6 59
..		..	0 33	0 24	Mödishofen	..	2 27	10 1	7 17
16¾		1 3	0 42	0 30	Dinkelscherben	7 10	2 42	10 20	7 39
26		1 48	1 12	0 48	Burgau	7 36	3 30	11 23	8 10
32¾		2 6	1 24	0 57	Offingen	7 46	3 46	11 48	9 3
37¼		2 24	1 36	1 6	Günzburg	7 58	4 7	12 18	9 33
40¾		2 39	1 45	1 12	Leipheim	..	4 19	12 34	9 49
45¼		2 57	1 57	1 18	Nersingen	..	4 34	12 55	10 10
51¾		3 18	2 12	1 30	**Neu-Ulm**	..	4 55	1 24	10 39
53¾		3 27	2 18	1 33	**Ulm** .....arr.	8 30	5 0	1 30	10 45
...		7 12	4 42	3 9	**Stuttgart**	10 48	9 28	5 33	

Miles.	Eng.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 2 & 3	1, 2, 3	2 & 3	1 & 2
	Dis.	fl. kr.	fl. kr.	fl. kr.		a.m.	a.m.	a.m.	p.m.
	—	—	—	—	**Stuttgart** ....dep.	..	5 15	11*10	3 35
2¾		0 9	0 6	0 6	**Ulm**.....	*4 0	9 40	3 20	6 15
8		0 33	0 21	0 15	**Neu-Ulm**	4 11	9 47	3 31	..
12¾		0 51	0 33	0 24	Nersingen	4 36	10 7	3 56	..
16½		1 3	0 42	0 30	Leipheim	4 57	10 23	4 17	..
21		1 21	0 54	0 36	Günzburg	5 18	10 38	4 38	6 48
25½		1 39	1 6	0 45	Offingen	5 43	10 56	5 3	6 59
37¼		2 24	1 36	1 6	Burgau	6 7	11 15	5 27	7 10
..		..	..	..	Dinkelscherben	7 12	12 3	6 29	7 34
44¼		2 51	1 54	1 18	Mödishofen	7 28	12 14	6 43	..
50		3 9	2 6	1 24	Gessertshausen	7 45	12 27	7 1	..
53¼		3 27	2 18	1 33	Westheim	8 11	12 46	7 25	..
					Augsburg .....arr.	8 30	1 0	7 40	8 10

¶ The German Florin or Gulden is equal to 60 kreutzers, or 1s. 8½d.; 3 kreutzers equal 1d. * Goods Trains with Passengers.

NUREMBURG AND FURTH. [25-9

From **Furth** to **Nuremburg**, every hour from 7½ a.m. to 7 (in Winter 5½) p.m. From **Nuremburg** to **Furth**, every hour from 8 a.m. to 8 (in winter 6) p.m.
Fares.—1st class, 12 kr., 2nd class, 9 kr. 3rd class, 6 kr.
All the Morning trains, and last Night train, are drawn by horse power, occupying 26 minutes; the afternoon trains by steam, occupying from 10 to 12 minutes.—Distance, about 4½ miles.

NUREMBURG AND HERSBRUCK.

From **Nuremburg** to **Hersbruck** at 6 and 11.30 a.m., and 6 p.m.; also on Sundays at 2.40 p.m.
From **Hersbruck** to **Nuremburg** at 7.30 a.m., 1 and 7.45 p.m.; also on Sundays at 4.15 p.m.
Fares—1st class, 1fl. 9kr.; 2nd class, 45kr ; 3rd class, 30kr.

AUGSBURG, KAUFBEUERN, KEMPTEN, & LINDAU.—Royal Bavarian State Railway. [25-9

Engl. Miles	¶ Fares. 1st Class	2nd Class	3rd Class	Stations. MUNICH (page 132) BAMBERG (page 132) FRANKFORT (p. 132	Trains. 1 & 2 Ex.	2 & 3 Class	1, 2, 3 Class	2 & 3 Class
Dis.	fl. kr.	fl. kr.	fl. kr.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Augsburg** .....dep.	6 35	*9 40	1 35	*5 30
...	...	0 12	0 9	Inningen	...	9 55	1 49	5 44
7	0 27	0 18	0 12	Bobingen	...	10 8	2 2	5 56
...	...	0 30	0 21	Groszaitingen	...	10 21	2 16	6 10
14	0 54	0 36	0 24	Schwabmünchen	7 14	10 38	2 32	6 26
...	...	0 45	0 30	Westererringen	...	10 52	2 45	6 40
24½	1 36	1 3	0 42	Buchloe	7 41	11 20	3 13	7 8
...	...	1 24	0 57	Pforzen	...	11 47	3 39	7 35
37½	2 24	1 36	1 6	**Kaufbeuern** ...arr.	8 10	12 3	3 55	7 52
...	...	...	...	Do. ...dep.	8 15	12 15	4 5	8 5
41½	2 39	1 45	1 12	Biessenhofen.....	8 25	12 30	4 19	8 19
...	...	1 54	1 18	Ruderatshofen	...	12 42	4 31	8 30
46½	3 0	2 0	1 21	Altrang	..	12 54	4 32	8 41
52½	3 24	2 15	1 30	Günzach	8 59	1 20	5 6	9 7
58½	3 45	2 30	1 42	Wildpoldsried	9 17	1 43	5 32	9 29
...	...	2 36	1 45	Betzigau	...	1 54	5 42	9 39
64	4 9	2 45	1 51	**Kempten** .....arr.	9 32	2 10	5 55	9 55
...	...	...	...	Do. .....dep.	9 37	3 15	6 10	†4 45
...	...	...	...	Waltenhofen.....	...	3 34	6 25	5 2
...	...	...	...	Oberdorf	...	3 49	6 37	5 16
...	...	...	...	Seifen...	...	4 0	6 46	5 26
78	5 3	3 21	2 15	**Immenstadt**[T. 418	10 17	4 45	7 3	5 55
...	5 42	3 48	2 33	Oberstaufen	10 46	5 28	7 37	6 32
93½	6 0	4 0	2 42	Harbatzhofen.....	11 1	5 56	8 2	6 58
96½	6 15	4 9	2 48	Röthenbach	11 12	6 14	8 19	7 14
106	7 0	4 39	3 6	Hergatz	11 39	6 54	8 55	7 50
...	...	...	...	Stockenweiler	...	7 4	9 4	7 59
111½	7 12	4 48	3 12	Schlachters	...	7 18	9 18	8 12
...	...	...	...	Oberreitnau	...	7 34	9 34	8 27
121½	7 48	5 12	3 30	**Lindau** .....arr.	12 15	7 55	9 55	8 48

Engl. Miles	Fares. 1st Class	2nd Class	3rd Class	Stations.	Trains. 1, 2, 3 Class	2 & 3 Class	1 & 2 Ex.	2 & 3 Class
Dis.	fl. kr.	fl. kr.	fl. kr.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Lindau**.....dep.	*5 0	6 30	2 40	5*45
...	...	0 12	0 9	Oberreitnau.....	5 21	6 59	...	6 11
9	0 36	0 24	0 18	Schlachters	5 37	7 19	...	6 29
...	...	...	...	Stockenweiler.....	5 48	7 31	...	6 44
15	0 51	0 33	0 24	Hergatz	6 0	7 48	3 17	6 58
25	1 36	1 3	0 42	Röthenbach	6 34	8 29	3 41	7 39
28	1 48	1 12	0 48	Harbatzhofen.....	6 53	8 54	...	8 4
...	2 6	1 24	0 57	Oberstaufen [T. 418 ...	7 15	9 19	4 5	8 29
43	2 48	1 51	1 15	**Immenstadt**.....	7 52	10 20	4 35	9 20
...	...	...	...	Seifen.....	8 5	10 37	...	9 37
...	...	...	...	Oberdorf	8 14	10 47	...	9 47
...	...	...	...	Waltenhofen.....	8 27	11 5	...	10 5
56¼	3 36	2 24	1 36	**Kempten** .....arr.	8 40	11 25	5 10	10 25
...	...	...	...	Do. .....dep.	8 55	12 20	5 15	4†30
...	...	...	...	Betzigau	9 8	12 37	...	4 48
63	...	...	...	Wildpoldsried	9 18	12 48	...	5 0
68	4 27	2 57	2 0	Günzach	9 42	1 15	5 51	5 28
74	...	...	...	Altrang	10 3	1 37	...	5 52
...	...	...	...	Ruderatshofen	10 13	1 48	...	6 5
78¼	5 6	3 24	2 18	Biessenhofen.....	10 24	2 0	6 21	6 20
83	5 21	3 33	2 24	**Kaufbeuern**.....arr.	10 35	2 13	6 30	6 35
...	...	...	...	Do. ...dep.	10 40	2 20	6 35	6 50
...	...	...	...	Pforzen	10 56	2 39	7 6	7 10
95½	6 9	4 6	2 45	Buchloe	11 20	3 10	...	7 41
...	...	...	...	Westererringen	11 41	3 38	7 32	8 9
106½	6 51	4 33	3 3	Schwabmünchen	11 59	3 56	...	8 27
...	...	...	...	Groszaitingen.....	12 12	4 10	...	8 40
113	...	...	...	Bobingen	12 26	4 26	...	8 54
...	...	...	...	Inningen	12 38	4 40	...	9 6
121½	7 48	5 12	3 30	**Augsburg**.....arr.	12 50	4 55	8 10	9 20

* Goods Trains with 2nd and 3rd class Passengers. † Next Morning.

MUNICH and LANDSHUT.

Engl. Miles	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4
Dis.	fl. kr.	fl. kr.	fl. kr.		a. m.	a. m.	p. m.	
—	—	—	—	**Munich** .....dep.	6 0	10 30	6 0	...
...	0 33	0 21	0 15	Schleissheim.....	6 28	10 58	6 28	...
...	1 27	0 57	0 39	Freising	7 16	11 46	7 16	...
...	2 57	1 57	1 18	**Landshut** .....arr	8 30	1 0	8 30	...

Engl. Miles	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4
Dis.	fl. kr.	fl. kr.	fl. kr.		a. m.	a. m.	p. m.	
—	—	—	—	**Landshut** .....dep.	6 0	10 30	6 0	...
...	1 30	1 0	1 39	Freising	7 19	11 49	7 19	...
...	2 24	1 36	1 3	Schleissheim.....	8 3	12 38	8 3	...
...	2 57	1 57	1 18	**Munich** .....arr.	8 30	1 0	8 30	...

¶ The German Florin or Gulden is equal to 80 kreutzers, or 1s. 8½d.; 3 kreutzers equal 1d.

MUNICH TO ROSENHEIM & KUFSTEIN.—Royal Bavarian States Railway. [23-10.

Eng. Miles	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
Dis.	fl. kr.	fl. kr.	fl kr.		a.m.	noon	p.m.
—	—	—	—	**Munich** .....dep.	6 30	12 0	2 30
...	0 12	0 9	0 6	Mittersendling	6 40	12 10	2 43
...	0 18	0 12	0 9	Groszhesselohe	6 49	12 19	2 54
...	...	0 27	0 18	Deisenhofen	7 4	12 34	3 13
...	1 0	0 39	0 27	Sauerlach.....	7 23	12 53	3 36
...	1 27	0 57	0 39	Holzkirchen	7 46	1 16	4 6
...	1 57	1 18	0 54	Westerham	8 14	1 44	4 37
...	...	1 30	1 0	Bruckmuhle	8 28	1 58	4 53
...	2 33	1 42	1 9	Aibling.....	8 42	2 12	5 9
...	2 57	1 57	1 18	**Rosenheim**.....arr.	9 0	2 30	5 30
...	...	...	...	„ ...dep.	9 15	2 45	6 0
...	...	...	...	Raubling	9 32	3 2	6 20
...	...	...	...	Brannenburg	9 44	3 14	6 35
...	...	...	...	Fischbach	9 54	3 24	6 47
...	...	...	...	Oberaudorf.....	10 10	3 40	7 6
...	...	...	...	Kiefersfelden	10 22	3 52	7 20
...	...	...	...	**Kufstein** .....arr.	10 30	4 0	7 30

Eng. Miles	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1, 2, 3 class	1, 2, 3 class	1, 2, 3 class
Dis.	fl. kr.	fl. kr.	fl kr.		p.m.	a.m.	p.m.
—	—	—	—	**Kufstein**..... dep.	7 0	10 30	4 0
...	...	...	...	Kiefersfelden	7 10	10 39	4 9
...	...	...	...	Oberrandorf	7 23	10 51	4 21
...	...	...	...	Fischbach	7 40	11 7	4 37
...	...	...	...	Brannenburg	7 51	11 17	4 47
...	...	...	...	Raubling	8 4	11 29	4 59
...	...	...	...	**Rosenheim**.....arr.	8 20	11 45	5 15
...	...	...	...	„ ...dep.	9 0	12 0	5 30
...	0 27	0 18	0 12	Aibling.....	9 26	12 20	5 50
...	...	0 27	0 18	Bruckmuhle	9 43	12 33	6 3
...	1 0	0 39	0 27	Westerham	10 0	12 50	6 20
...	1 27	0 57	0 39	Holzkirchen	10 41	1 31	6 51
...	1 57	1 18	0 54	Sauerlach.....	11 6	1 41	7 11
...	...	1 30	1 0	Deisenhofen	11 23	1 57	7 27
...	2 33	1 42	1 9	Groszhesselohe	11 40	2 12	7 42
...	...	...	...	Mittersendling	11 50	2 21	7 51
...	...	...	...	**Munich** .....arr	12 0	2 30	8 0

¶ The German Florin or Gulden is equal to 60 kreutzers, or 1s. 8½d.; 3 kreutzers equa to 1d.

Extra Trains.—From Munich to Rosenheim, at 5.15 p.m.; from Rosenheim to Munich, at 6 a.m.; from Munich to Groszhesselohe, on Sundays and Fetes at 3 30 p.m.; and from Groszhesselohe, to Munich on Sundays and Fetes at 5.40 p.m.

Section 13.—Austrian Railways.

INNSBRUCK and KUFSTEIN.

Eng. Mls.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3
Dis.	fl. kr.	fl. kr.	fl. kr.		a. m.	a. m.	
—	—	—	—	**Innsbruck** .....dep.	6 24	10 50	...
7	0 50	0 41	0 27	Hall	6 52	11 24	...
11½	0 90	0 68	0 45	Fritzen	7 13	11 45	...
16	1 28	0 95	0 63	Schwaz.....	7 45	12 23	...
21	1 62	1 22	0 82	Jenbach	8 9	12 53	...
28	2 16	1 62	1 8	Brixlegg	8 38	1 28	...
34½	2 52	1 89	1 26	Kunde	9 3	1 53	...
37	2 88	2 16	1 44	Worgl	9 26	2 27	...
44½	3 42	2 57	1 71	**Kufstein** .....arr.	10 0	3 0	...

Eng. Mls.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3
Dis.	fl. kr.	fl. kr.	fl. kr.		a. m.	p m	
—	—	—	—	**Kufstein** .....dep.	11 30	4 20	...
...	...	...	...	Worgl	12 19	5 8	...
...	...	...	...	Kunde	12 39	5 22	...
...	...	...	...	Brixlegg	1 20	5 56	...
...	...	...	...	Jenbach	1 55	6 25	...
...	...	...	...	Schwaz.....	2 25	6 49	...
...	...	...	...	Fritzen	2 54	7 18	...
...	...	...	...	Hall	3 24	7 42	...
...	...	...	...	**Innsbruck** .....arr	3 48	8 6	...

DRESDEN TO BODENBACH.

Eng. Miles	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4	5	6
Dis.	Ngr.	Ngr.	Ngr.		p.m.	a.m.	a.m.	p.m.	p.m.	p.m.
...	...	...	...	BERLIN (page 114).	...	...	...	...	...	...
...	...	...	...	LEIPSIC (page 127).	...	...	...	...	...	...
—	—	—	—	**Dresden** {Neustadt ..... dep.	12 40	...	...	12 20	...	...
				{Altstadt	1 0	7 0	9 0	12 45	2 0	7 0
...	...	4	3	Niedersedlitz.....	a.m.	7 12	9 15	...	2 15	...
...	...	6	4½	Mugeln	...	7 18	9 26	...	2 24	...
11	12	10	7	**Pirna**	1 30	7 40	9 45	1 15	2 40	7 40
...	...	14	10	Potzscha	...	7 50	9 55	...	2 52	...
...	...	16	11½	Rathen	...	7 55	10 5	...	2 58	...
22	24	19	14	Konigstein	1 55	8 10	10 20	1 40	3 15	...
25½	28	22	16	**Krippen**	2 10	8 25	10 40	1 55	3 30	8 30
...	...	28	20½	Niedergrund	...	8 45	11 0	...	3 50	...
38	42	33	25	**Bodenbach**... ..... arr.	2 40	9 10	11 30	2 30	4 15	9 15
...	...	...	...	PRAGUE (page 138-139)	...	...	...	...	...	...

Eng. Miles	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4	5	6
Dis.	Ngr.	Ngr.	Ngr.		a m.	a.m.	a.m.	p.m.	p.m.	p.m.
...	...	...	...	PRAGUE (page 138-139)	...	...	...	...	...	...
—	—	—	—	**Bodenbach**.....dep.	1 40	5 50	10 30	12 30	3 30	6 30
...	...	8	6	Niedergrund	...	...	10 45	...	3 42	...
14	14	11	9	**Krippen**	2 10	6 25	11 10	1 0	4 5	...
18	18	14	11	Konigstein	2 20	...	11 30	1 10	4 20	7 10
...	...	17	13½	Rathen	...	...	11 45	...	4 30	...
...	...	19	15	Potzscha	...	...	11 55	...	4 35	...
30	30	23	18	**Pirna**	2 45	7 20	12 10	1 40	4 55	8 0
...	...	27	21	Mugeln	...	...	12 25	...	5 10	...
...	...	29	22½	Niedersedlitz.....	...	...	12 35	...	5 15	...
...	...	33	25	**Dresden** {Altstadt	3 25	8 5	1 0	2 15	5 40	8 45
				{Neustadt ..... arr.	3 40	...	...	2 30	...	...

¶ Reichs-Thaler is equal to 30 neugroschen or 30 silbergr., or 3s.; 1 ngr. equal to 12 pfennings, or 1½d. The Austrian flor. is equal to 60 kr. or 2s.; 5 kr. equal 2d.

Remarks.—Travellers, in going to Austria, should take their places only as far as BODENBACH, and pay with Prussian money; from BODENBACH they can pay with Austrian paper money, which can be procured with advantage in DRESDEN. By so doing, they will save £1 between BODENBACH and VIENNA. LUGGAGE: 40 lbs. allowed free of charge. **Day Tickets**, available for three days.—Dresden to Niedersedlitz, 6 and 6 Ngr.; to Mugeln, 8 and 6 Ngr.; to Pirna, 18, 14, and 10 Ngr.; to Wehlen and Rathen, 20 and 14 Ngr.; to Königstein, 26, 27, and 19 Ngr.; to Krippen, 42, 31, and 22 Ngr.; to Bodenbach, 62, 46, and 33 Ngr.

VIENNA, LINZ, AND LAMBACH.

Eng Mls.	Fares. 1 Cl. fl. kr.	2 Cl. fl. kr.	3 Cl. fl. kr.	Stations.	Trains. 1 a.m.	2 a.m.	3 p.m.	4 p.m.	Stations.	Trains. 1 a.m.	2 a.m.	3 p.m.	4 p.m.
Dis.													
—	—	—	—	**Vienna** .....dep.	7 0	10 0	5 0	8 30	**Lambach** .....dep.	...	9 12	...	7 50
4½	0 36	0 27	0 18	Hütteldorf	7 15	10 18	5 18	8 48	Gunskirchen	...	9 28	...	8 7
9½	0 72	0 54	0 36	Purkersdorf	7 30	10 37	5 37	9 7	Wels	...	9 47	...	8 28
25½	1 98	1 49	0 99	Neulengb-ch	8 32	11 44	6 44	10 14	Marchtrenk.....	...	10 1	...	8 43
28	2 16	1 62	1 8	Kirchstettin	8 43	11 56	6 56	10 27	Horsching	...	10 19	...	9 3
35	2 70	2 3	1 35	Pottenbrunn	9 5	12 19	7 19	10 51	**Linz**.....	...	11 0	...	9 55
37½	2 88	2 16	1 44	**St. Polten**	9 20	12 30	7 30	11 8	Kleinmünchen	...	11 14	...	10 9
44½	3 42	2 57	1 71	Prinzersdorf	9 36	Stop	Stop	11 26	Enns.....	...	11 39	...	10 35
53½	4 14	3 11	2 7	Mölk	10 7			12 3	Haag.....	...	12 24	...	11 22
58½	4 50	3 38	2 25	**Pochlarn**.....	10 34			12 36	Kemmelbach	...	1 51	...	1 3
67½	5 22	3 92	2 61	Kemmelbach	11 1	...	...	1 6	**Pochlarn**	...	2 25	...	1 35
93½	7 20	5 40	3 60	Haag	12 25	...	...	2 35	Mölk.....	...	2 43	...	1 56
107	8 28	6 21	4 14	Enns...	1 9	...	...	3 24	Prinzersdorf	...	3 12	...	2 32
114½	8 82	6 62	4 41	Kleinmünchen	1 33	...	...	3 48	**St. Polten**	6 0	2 11	5 30	2 56
116½	9 0	6 75	4 50	**Linz**.....	2 5	...	...	4 25	Pottenbrunn	6 12	3 43	5 42	3 8
123½	9 54	7 16	4 70	Horsching	2 27	...	...	4 49	Kirchstettin	6 36	4 5	6 6	3 31
128½	9 90	7 43	4 97	Marchtrenk.....	2 45	...	...	5 9	Neulengbach	6 50	4 18	6 20	4 46
132½	10 26	7 70	5 13	Wels	3 1	...	...	5 27	Puckersdorf	7 57	5 20	7 27	4 52
137½	10 62	7 97	5 31	Gunskirchen	3 16	...	...	5 47	Hütteldorf	8 14	5 33	7 44	5 9
139½	10 80	8 10	5 40	**Lambach**..... .....arr.	3 30	...	...	6 0	**Vienna** ..... arr.	8 30	5 47	8 0	5 24

Extra Trains.—On Sundays and Fetes from Vienna to Neulengbach at 9 a.m and 2 p.m.; and to Puckersdorf at 4 p.m From Neulengbach to Vienna at 5 and 7.30 p.m.; and from Puckersdorf at 8 p.m.

LAMBACH AND GMUNDEN.—K. K. priv. Kaiseren Elisabeth-Bahn.

¶ Fares. 1 Cl. fl. kr.	2 Cl. fl. kr.	3 Cl. fl. kr.	Stations. [NO TUNNELS.	Trains 1 a.m.	2 p.m.	3	¶ Fares. 1 Cl. fl.kr	2 Cl. fl.kr	3 Cl fl.kr	Stations.	Trains. 1 a.m.	2 p m	3
—	—	—	**Lambach** dep.	6 24	4 0	...	—	—	—	**Gmunden** dep	6 45	5 20	...
0 54	0 41	0 27	Roitham	7 4	4 41	...	0 36	0 27	0 18	Oberweis.....	7 19	5 54	...
0 90	0 68	0 45	Laakirchen.....	7 38	5 15	...	0 54	0 41	0 27	Laakirchen.....	7 33	6 9	..
1 8	0 81	0 54	Oberweis	7 48	5 25	...	0 90	0 68	0 45	Roitham	8 5	6 41	...
1 44	1 8	0 72	**Gmunden** arr.	8 20	6 0	...	1 44	1 8	0 72	**Lambach** arr.	8 48	7 24	...

Remarks.—LUGGAGE.—20 lbs. allowed free; for every 10lbs. or fraction of 10 lbs. extra. Luggage must be delivered at latest, half an hour before the departure of the train.

LINZ AND BUDWEIS.—30 Miles (Horse Railway.)

¶ Fares. 1 Cl. fl.kr.	2 Cl. fl.kr.	3 Cl. fl.kr.	STATIONS. [NO TUNNELS.	Trains. *1 a.m.	†2 p.m.	¶ Fares. 1 Cl. fl.kr.	2 Cl. fl.kr.	STATIONS.	Trains. *1 a.m.	†2 a.m.
—	—	—	**Linz (Urfahr)**....dep.	5 0	3 0	—	—	**Budweis** .....dep.	5 0	...
0 40	0 30	0 18	Oberndorf.....	7 15	5 30	0 40	0 30	Holkau	7 15	...
1 0	0 45	0 27	Weitersdorf	8 15	6 45	1 20	1 0	Angern	9 45	...
1 20	1 0	0 36	Lest	9 45	8 0	2 0	1 30	**Kerschbaum**	1 0	...
2 0	1 30	..	**Kerschbaum**	1 0	Stop	2 40	2 0	Lest	3 15	7 0
2 40	2 0	..	Angern	3 15		3 0	2 15	Weitersdorf	4 45	8 30
3 20	2 30	..	Holkau	5 30		3 20	2 30	Oberndorf	5 30	9 15
4 0	3 0	..	**Budweis** .....arr.	7 15	...	4 0	3 0	**Linz (Urfahr)**....arr.	7 15	11 0

* 1 and 2 Class. † 3rd Class.

Remarks.—TRAVELLING CARRIAGES.—From Linz to Budweis or *vice versa*, 2-horse, 18, 3-horse, 22, and 4-horse 26 florins. Separate Carriages cannot be obtained on this line.

Luggage.—*Free*, 1st Class, 20lbs.; 3rd Class, 10lbs.; every 10lbs, or fraction of 10lbs. extra, charged for:—Linz to Budweis, 15 kr.; to Kerschbaum, 8 kr. Luggage must be delivered at latest half an hour before the departure of trains

¶ The Austrian Florin is equal to 60 kreutzers, or 2s.; 5 kreutzers equal 2d.

VIENNA, BRUNN, SEGEN-GOTTES, BOHM-TRUBAU, JOSEFSTADT, TURNAU, PARDUBITZ, PRAGUE, KRALUP, KLADNO, TEPLITZ, AUSSIG, AND BODENBACH.—Northern States Railway.

Miles.	¶ Fares. 1st class	2nd class	3rd class	4th class	STATIONS.	Trains. 1	2	3	4
Dis.	fl.kr.	fl.kr.	fl.kr.	fl.kr.		a.m.	p.m.	p.m.	p.m.
—	—	—	—	—	**Vienna**.....dep.	7 30	...	...	7 30
4	0 20	0 15	0 10	0 6	Floridsdorf	7 42	...	...	7 43
9	0 46	0 30	0 20	0 12	Süssenbrunn	...	...	...	...
11½	0 59	0 38	0 25	0 15	Wagram.....	8 3	...	...	8 7
18½	1 20	1 0	0 40	0 24	**Ganserndorf Ju.**(pp140,143	8 26	...	...	8 31
23½	1 40	1 15	0 50	0 30	Angern	8 39	...	...	8 46
33	2 20	1 45	1 10	0 42	Durnkrut	8 56	...	...	9 5
37½	2 40	2 0	1 20	0 48	Drösing	...	...	...	9 18
42½	3 0	2 15	1 30	0 54	Hohenau	9 19	...	...	9 33
51½	3 40	2 45	1 50	1 6	**Lundenburg Ju.** (p. 130) arr.	...	...	...	...
...	...	...	...	...	" .....dep.	9 50	...	...	10 10
61½	4 20	3 15	2 10	1 18	Saitz	10 21	...	...	10 43
75½	5 20	4 0	2 40	1 36	Branowitz	10 47	...	...	11 10
84½	6 0	30	3 0	1 48	Raigern... [227 E. ft. respectively.]	11 9	...	...	11 33
94½	6 40	5 0	3 20	2 0	**Brunn** [6 T. 263, 569, 991, 817, 209,	11 27	...	...	11 53
..	...	...	...	...	**Segen-Gottes** .....dep	8 33	4 45	...	...
...	...	...	...	...	Rossitz	8 40	4 52	...	...
...	...	...	...	...	Tetschitz.....	8 55	5 2	...	...
...	...	...	...	...	Strelitz	9 16	5 23	...	...
...	...	...	...	...	Ober-Gerispitz	9 43	6 3	...	...
...	...	..	...	...	**Brunn** ....arr.	9 48	6 8	...	...
	F	rom	Bru	nn.	**Brunn**.....dep.	12 5	7 0	...	12 15
9½	0 46	0 30	0 20	...	Adamsthal .....dep.	12 34	7 34	...	12 44
13½	1 0	0 45	0 30	..	Blansko [4 T. 535, 1620, 1055, 289.	12 53	7 59	...	1 1
18½	1 20	1 0	0 40	...	Raitz ..[English ft. respectively.]	1 6	8 16	...	1 13
23	1 40	1 15	0 50	...	Skalitz	1 24	8 37	...	1 27
27½	2 0	1 30	1 0	...	Lettowitz	1 44	9 0	...	1 42
32½	2 20	1 45	1 10	...	Brusau..... [T. 765 English feet.]	2 7	9 28	...	2 3
39½	2 50	2 8	1 25	...	Greifendorf	2 29	10 0	...	2 24
43½	3 20	2 20	1 35	...	Zwittau	2 43	10 21	...	2 39
46	3 20	2 30	1 40	...	Abtsdorf.....	2 53	10 40	...	2 49
55½	4 6	3 0	2 6	....	**Bohm-Trubau**	3 7	11 0	...	...
	F	rom	Trub	au.	"	3 25	—	...	3 12
4½	0 20	0 15	0 10	...	Wildenschwert.....	3 39	Stop	...	3 26
11½	0 56	0 38	0 25	...	Brandeis.....[T. 815 English feet.]	3 56		...	3 42
13½	1 0	0 45	0 30	...	Chotzen	4 5	...	...	3 50
18½	1 20	1 0	0 40	...	Zamersk	4 22	...	...	4 6
23	1 40	1 15	0 50	...	Uhersko	4 33	...	...	4 16
27½	2 0	1 30	1 0	...	Morawan	4 42	...	p.m.	4 24
...	...	...	...	...	**Reichenberg** .....dep.	8 6	4 1	2 33	...
...	...	...	...	...	Langenbruck	8 37	4 25	3 4	...
...	...	...	...	...	Reichenau	8 48	4 36	3 15	...
...	...	...	...	...	Liebenau	9 5	4 51	3 32	...
...	...	...	...	...	Sichrow	9 17	5 3	3 44	...
...	...	...	...	...	**Turnau**	9 44	5 23	4 9	...
...	...	...	...	...	**Eisenbrod**	10 27	5 56	4 52	...
...	...	...	...	...	**Liebstadt**.....	11 13	6 30	5 37	...
...	...	...	...	...	**Falgendorf**.....	12 12	7 11	6 34	...
...	...	...	...	...	**Josefstadt**	1 52	8 25	8 6	...
A	B	C	D	E		1	2	3	4

Miles.	¶ Fares. 1st class	2nd class	3rd class	4th class	STATIONS.	Trains. 1	2	3	4
Dis.	fl. kr	fl.kr.	fl.kr.	fl kr.		a. m.	a. m.	p. m.	p. m.
...	...	...	...	...	**Dresden** ...(page 136)...dep.	1 0	7 0	...	12 45
—	—	—	—	—	**Bodenbach** [2 T. 468½ & dep	3 40	9 40	...	3 20
9	0 40	0 30	0 20	...	Nesterschitz..... 905 E. ft. resp]	3 59	10 18	...	3 41
13½	1 0	0 45	0 30	...	**Aussig** .....arr.	4 16	10 48	...	4 0
—	—	—	—	—	**Aussig** .....dep.	4 30	11 15	6 0	4 15
3	0 20	0 15	0 10	...	Türnitz	4 40	11 25	6 21	4 25
5½	0 25	0 19	0 12	...	Schonfeld	4 46	11 31	6 33	4 31
7	0 30	0 23	0 15	...	Karbitz	4 52	11 39	6 50	4 39
9½	0 40	0 30	0 20	...	Mariaschein	5 2	11 49	7 4	4 49
11½	0 50	0 38	0 25	...	**Teplitz** ..... . arr.	5 10	11 57	7 13	4 57
18½	1 20	1 0	0 40	...	Zalesi	4 31	11 13	Stop	...
22½	1 50	1 23	0 55	...	Lobositz	4 51	11 48		4 35
30	2 10	1 38	1 5	...	Theresienstadt	5 2	12 12	...	4 46
37	2 40	2 0	1 20	...	Raudnitz.....	5 19	12 46	...	5 4
41½	3 0	2 15	1 30	...	Wegstädtl	5 34	1 10	...	...
48½	3 30	2 38	1 45	...	Unter-Berkowitz	5 52	1 41	...	5 37
60	4 20	3 15	2 10	...	Weltrus.....[T. 1157½ Eng. feet]	6 16	2 28	...	6 3
...	...	...	...	...	**Kladno**	4 36	...	...	4 30
...	...	...	...	...	Buschtehrad	5 13	...	...	4 57
...	...	...	...	...	Brandeisl	5 28	...	...	5 12
...	...	...	...	...	Zakolan	5 53	...	...	5 37
...	...	...	...	...	Wotwowic	6 0	...	...	5 44
...	...	...	...	...	**Kralup** ..... arr.	6 26	...	...	6 13
63½	4 30	2 23	2 15	...	**Kralup**.....dep.	6 26	2 48	...	6 13
67½	4 50	3 38	2 25	...	Libsic	...	3 8	...	...
71½	5 10	3 53	2 35	...	Rostock	...	3 36	...	6 38
78½	5 40	4 15	2 50	...	**Prague** ....arr.	7 11	4 11	...	6 59
F	rom	Prag	ue.		" ....dep.	7 35	...	22 15	7 23
9½	0 40	0 30	0 20	...	Biechowitz.....	7 58	...	12 54	7 46
13½	1 0	0 45	0 30	...	Auwal	8 15	...	1 20	8 3
20½	1 30	1 8	0 45	...	Bohm-Brod	8 34	...	1 50	8 22
30	2 10	1 38	1 5	...	Podiebrad	8 53	...	2 19	8 42
39½	2 50	2 8	1 25	...	Kolin	9 16	...	3 0	9 7
43½	3 10	2 23	1 35	...	Elbeteinitz	9 32	...	3 29	9 24
51	3 40	2 45	1 50	...	Kladrub	9 46	...	3 52	9 39
55½	4 0	3 0	2 0	...	Prelouc	9 58	...	4 9	9 52
65	4 40	3 30	2 20	...	**Pardubitz** .....arr.	10 23	4 42	4 42	10 17
F	ro	m	Pardu	bitz.	**Pardubitz** .....dep.	10 45	5 20	6 2	...
9½	0 40	0 30	0 20	...	Opatowitz	11 19	5 47	6 36	...
14	1 0	0 45	0 30	...	Königgrätz	11 38	6 0	6 59	...
21	1 30	1 8	0 45	...	Smiritz	12 1	6 18	7 22	...
...	...	...	...	...	**Josefstadt** .....dep.	...	...	8 30	...
...	...	...	...	...	**Skalitz**	...	...	9 12	...
...	...	...	...	...	Nachod	...	...	9 28	...
...	...	...	...	...	**Kosteletz**	...	...	10 5	...
...	...	...	...	...	**Schwadowitz**.....arr.	...	...	10 25	...
25½	1 50	1 23	0 55	...	**Josefstadt** .....dep.	12 30	6 34	7 56	...
...	...	...	...	...	**Falgendorf**.....	2 36	7 52	9 52	...
A	B	C	D	E		1	2	3	4

A	B	C	D	E		1	2	3	4
					Schwadowitz ...dep.	...	...	5 45	...
					Kosteletz	...	...	6 15	...
					Nachod	...	...	6 43	...
					Skalitz	...	...	7 8	...
					Josefstadt.....arr.	...	...	7 40	...
					Smiritz	2 8	8 37	8 22	...
					Königgrätz	2 35	8 57	8 49	...
					Opatowitz	2 49	9 8	9 3	...
					Pardubitz .....arr.	3 22	9 34	9 36	...
37	2 40	2 0	1 20	...	**Pardubitz**.....dep.	5 6	Stop	10 30	4 46
46	3 20	2 30	1 40	...	**Prelauc**	5 29		11 2	5 8
51	3 40	2 45	1 50	...	**Kladrub**	5 42	...	11 18	5 19
57½	4 10	3 8	2 5	...	**Elbeteinitz**.....	6 0	...	11 47	5 34
62½	4 30	3 23	2 15	...	**Kolin**	6 22	...	12 24	5 55
71½	5 10	3 53	2 35	...	**Podiebrad**	6 46	...	1 0	6 17
80	5 50	4 23	2 55	...	**Bohm. Brod**	7 13	...	1 45	6 41
87½	6 20	4 45	3 10	...	**Auwal**.....	7 35	...	2 18	7 2
92	6 40	5 0	3 20	...	**Bicchowitz**	7 51	...	2 41	7 17
101½	7 20	5 30	3 40	...	**Prague**.....arr.	8 11	a.m.	3 9	7 34
	Fro	m Pr	ague	...	,, ...dep.	8 55	11 30	4 9	8 2
6½	0 30	0 23	0 15	...	**Rostock**	9 17	12 3	...	8 21
11½	0 50	0 38	0 15	...	**Libsic**	9 32	12 25	...	...
14½	1 10	0 53	0 35	...	**Kralup** ...[T. 1157½ Eng. ft.] arr.	9 44	12 47	5 31	8 45
	Fro	m K	ralu	p.	**Kralup** .....dep.	...	...	6 18	9 0
4½	0 20	0 15	0 10	...	**Wotwowic**.....	...	...	6 31	9 13
7	0 20	0 15	0 10	...	**Zakolan**	...	...	6 38	9 20
11½	0 40	0 28	0 20	...	**Brandeisl**	...	...	7 7	9 49
14	0 50	0 38	0 25	...	**Buschtehrad**	...	...	7 29	10 17
18½	1 0	0 45	0 30	...	**Kladno**.....arr.	...	...	7 51	10 37
18½	1 20	1 0	0 40	...	**Weltrus** .....dep.	9 55	1 3	Stop	8 55
24½	2 10	1 38	1 5	...	**Unter-Berkowiz**	10 23	1 49		9 22
27	2 40	2 0	1 20	...	**Wegstädtl**	10 39	2 12	...	...
41½	3 0	2 15	1 30	...	**Raudnitz**	10 56	2 39	..	9 50
43½	3 30	2 38	1 45	...	**Theresienstadt**.....	11 15	3 12	...	10 6
53½	3 50	2 53	1 55	...	**Lobositz**	11 29	3 34	...	10 18
60	4 20	3 15	2 10	...	**Zalesi**	11 48	4 14	...	...
						p.m.	p.m.	a.m.	a.m.
...	...	...	...	...	**Teplitz** .....dep.	9 0	3 0	6 45	9 45
...	...	...	...	...	**Marischein**	9 12	3 17	7 0	9 56
...	...	...	...	...	**Karbitz**	9 23	3 20	7 13	10 5
...	...	...	...	...	**Schonfeld**	9 31	3 25	7 20	10 10
...	...	...	...	...	**Türmitz**	9 40	3 31	7 27	10 16
...	...	...	...	...	**Aussig** ..... arr.	9 48	3 38	7 35	10 23
65	4 40	3 30	2 20	...	**Aussig** .....dep.	12 8	4 48	...	10 54
69½	5 0	3 45	2 30	...	**Nestomschitz**	12 22	5 8	...	11 7
78½	5 40	4 15	2 50	...	**Bodenbach** .....arr	12 45	5 38	...	11 25
...	...	...	...	...	DRESDEN (page 136.)	3 30	8 50	...	2 15

A	B	C	D	E		1	2	3	4
					Liebstadt	3 5	8 27	10 31	...
					Eisenbrod	3 39	8 57	11 5	...
					Turnau.....arr.	4 19	9 32	11 45	...
					Sichrow	4 41	9 48	12 7	...
					Liebenau	4 58	10 2	12 24	...
					Reichenau	5 18	10 17	12 44	...
					Langenbruck	5 34	10 30	1 0	...
					Reichenberg .....arr.	5 55	10 51	1 21	...
					Morawan	10 41	...		10 38
					Uhersko	10 50	...		10 47
					Zamersk	11 4	...		11 1
					Chotzen .....[T. 815 English feet.]	11 21	...		11 18
					Brandeis	11 31	...		11 28
					Widenschwert	11 53	...		11 50
24	1 40	1 0	0 40	...	**Bohm-Trubau** (page 140)arr.	...	a. m.		...
30	2 10	1 30	0 50	...	,, ...dep.	12 31	4 5		12 21
37	2 40	2 0	1 20	...	**Abtsdorf**	12 50	4 42		12 41
42½	3 0	2 15	1 30	...	**Zwittau**	1 2	4 51		12 55
48½	3 30	2 38	1 45	...	**Greifendorf** [T. 765 English feet.]	1 13	5 16		1 6
53½	3 50	2 53	1 55	...	**Brtisau**	1 31	5 40		1 24
60	4 20	3 15	2 10	...	**Lettowitz**	1 45	6 1		1 41
69½	5 0	3 45	2 30	...	**Skalitz**	2 0	6 35		1 57
74	5 20	4 0	2 40	...	**Raitz** .....[ft. respectively.]	2 13	6 44		2 10
80½	5 50	4 23	2 55	...	**Blansko** [4 T. 289, 1055, 1620, 535 E.	2 26	7 2		2 23
87½	6 20	4 45	3 10	...	**Adamsthal** [6 T. 224, 269, 817, 991.	2 40	7 19		2 37
92	6 40	5 0	3 20	...	**Brunn** [569, 263 E. ft. resp.] arr.	3 6	7 50		3 23
						p.m.	Stop	a.m.	
—	—	—	—	—	**Brunn**	3 20		7 0	...
1	0 20	0 12	0 8	...	Ober-Gerspitz	3 27	...	7 15	...
7	0 30	0 18	0 12	...	**Strelitz**.....	3 55	...	7 43	...
11½	0 50	0 30	0 20	...	Tetschitz	4 19	...	8 6	...
12½	1 0	0 36	0 24	...	**Rossitz**.....	4 25	...	8 13	...
14	1 0	0 36	0 24	...	**Segen-Gottes**	4 30	...	8 18	...
	Fro	m B	runn		**Brunn** .....dep.	3 16	...	...	3 23
9½	0 40	0 30	0 20	0 12	**Raigern**	3 36	...	...	3 46
19	1 20	1 0	0 40	0 24	**Branowitz**	4 0	...	...	4 10
37	2 20	1 45	1 10	0 42	**Saitz**.....	4 25	...	...	4 36
42½	3 0	2 15	1 30	0 54	**Lundenburg Junc.**...(p. 141)	...	...	...	...
					,, ...dep.	4 59	...	...	5 16
51	3 40	2 45	1 50	...	**Hohenau**.....	5 27	...	...	5 47
55½	4 0	3 0	2 0	...	**Drösing**	...	...	...	5 59
60	4 20	3 15	2 10	...	**Dürnkrut**	5 50	...	...	6 15
69½	5 0	3 45	2 30	...	**Angern**	6 6	...	...	6 32
74	5 20	4 0	2 40	...	**Gaaserndorf Junct.** (pp. 141	6 23	...	...	6 50
80½	5 50	4 23	2 55	...	**Wagram** .....[and 143)	6 43	...	...	7 11
83½	6 0	4 30	3 0	...	**Süssenbrunn**	6 52	...	...	7 20
87½	6 20	4 45	3 10	...	**Floridsdorf**	7 6	...	...	7 35
92	6 40	5 0	3 20	...	**Vienna** .....arr.	7 15	...	...	7 44

Extra Train from Aussig to Teplitz at 8.15 a.m.

Remarks.—LUGGAGE: 40 lbs. (Vienna weight) of Luggage free, and above that, every extra 25 lbs., 1 kr. per G. M.; 26 to 50 lbs., 2 kr. per G.M.; 51 to 75 lbs., 3 kr. per G.M.; 76 to 100 lbs., 4 kr. per G.M. Children with half-tickets are allowed 20 lbs. of luggage free. Luggage should be at the Stations half an hour before the starting of the Train. Children under 2 years are taken free; from 2 to 10 years pay half fare.

CARRIAGES.—2-horse Calashes and Sledges, 48 kr. per G.M.; 2-seated packed Calashes and Sledges, 1 fl. per G.M.; 4-seated packed Calashes and Sledges, 1 fl. 12 kr. per G.M.; 2 and 4-horse packed travelling Landaus and Fourgons, 1 fl. 24 kr. per G.M. Travellers are not allowed to remain in their own carriages during the journey on the line. HORSES.—One, 50 kr.; two, 1 fl. 10 kr.; three and more, 30 kr. each per G.M. DOGS.—3 kr. each, per G.M.

FARES between Vienna and Prague, 1s class, 16 fl. 52 kr.; 2nd class, 11 fl. 14 kr.; 3rd class, 7 fl. 52 kr.

¶ The Austrian Florin is equal to 50 kreutzers, or 2s.; 5 kreutzers equal 2d.

Vienna to Prerau, Olmutz, Bohm-Trubau Schonbrunn, Troppau, Oderberg, Annaberg, Dzieditz, Bielitz, Oswiecim, Myslowitz, Cracow, and Rzeszow.—Excl. priv. Emperor Ferdinand's North Railway.

Dis.	¶ Fares. 1 Cl. fl.kr.	1 Cl. fl.kr.	3 Cl. fl.kr.	STATIONS.	Trains. 1 a.m.	2 p.m.	3 p.m.
—	—	—	—	**Vienna** ..... dep.	7 0	8 30	Extra Train from Prerau to Olmutz at 2.33 p.m.
4½	0 20	0 15	0 10	Floridsdorf	7 12	8 43	
9½	0 40	0 30	0 20	Süssenbrunn	...	...	
11½	0 50	0 38	0 25	Wagram	7 33	9 6	
18½	1 20	1 0	0 40	**Ganserndorf Jn.** (p. 138)	7 57	9 30	
23½	1 40	1 15	0 50	Angern	8 11	9 46	
32½	2 20	1 45	1 10	Durnkrut	8 28	10 5	
37½	2 40	2 0	1 0	Drösing	..	...	
42	3 0	2 15	1 30	Hohenau	8 52	10 32	
51½	3 40	2 45	1 50	**Lundenburg Junction**	9 26	11 10	
59	4 10	3 8	2 5	Mahr Neudorf	9 45	11 29	
66	4 40	3 30	2 20	Goding	10 5	11 50	
80	5 40	4 15	2 50	Bisenz	10 37	12 25	
89½	6 20	4 45	3 10	Ung. Hradisch	11 0	12 53	
99	7 0	5 15	3 30	Napagedl	11 20	1 15	
108½	7 40	5 45	3 50	Hullein	11 50	1 47	
117½	8 20	6 15	4 10	**Prerau** ..... arr	...	...	
From Prerau.							
7	0 30	0 23	0 15	**Prerau** ..... dep.	12 20	2 20	11 35
14	1 0	0 45	0 30	Brodek	12 47	2 49	11 50
18½	1 20	1 0	0 40	**Olmutz**	7 20	7 20	12 27
25½	1 50	1 23	0 55	Stefanau	7 50	7 50	12 41
32½	2 20	1 45	1 10	Littau	8 22	8 22	1 1
35	2 30	1 53	1 15	Mitglitz	9 2	9 2	1 20
39½	2 50	2 8	1 25	Lukawetz	9 15	9 15	1 30
49	3 30	2 38	1 45	**Hohenstadt** [T. 416⅔ ft.	9 48	9 48	1 45
51½	3 40	2 45	1 50	Budigsdorf	10 31	10 31	2 14
56	4 0	3 0	2 0	Landskron	10 51	10 51	2 24
60½	4 20	3 15	2 10	Rudelsdorf [T. 1667⅓ E. ft]	11 12	11 12	2 37
65½	4 40	3 30	2 20	Triebitz	11 33	11 33	2 51
				Bohm-Trubau ... arr.	11 45	11 45	3 2
				Prague (page 138.)			
From Vienna.							
125⅔	9 0	6 45	4 30	**Prerau** ..... dep.	12 41	2 24	...
132⅔	9 30	7 8	4 45	Leipnik	1 8	2 52	...
139½	10 0	7 30	5 0	Weisskirchen	1 32	3 18	...
146⅔	10 30	7 53	5 15	Pohl	1 51	3 37	...
153⅔	11 0	8 15	5 30	Zauchtl	2 10	3 56	...
165½	11 50	8 53	5 55	Standing	2 31	4 19	...
				Schonbrunn ..... arr.	3 0	4 53	...
165½	11 50	8 53	5 55	**Schonbrunn** .... dep.	3 15	5 15	...
170	12 10	9 8	6 5	Diehlau	3 33	5 33	12 28
A	B	C	D		1	2	3

Dis.	¶ Fares. 1 Cl. fl.kr.	2 Cl. fl.kr.	3 Cl. fl.kr.	STATIONS.	Trains. 1 p.m.	2 a.m.	3 a.m.
—	—	—	—	**Rzeszow** ..... dep.	3 10	10 20	* Next Morning.
...	...	...	...	Debica	5 10	11 48	
...	...	...	...	Czarna	5 38	12 7	
52	...	...	...	**Tarnow**	6 35	12 48	
...	...	...	...	Slotwiula	7 35	1 33	
77	...	..	...	**Bochnia**	8 9	1 58	
...	...	...	...	Kiay	8 30	2 13	
...	...	...	...	Podleze	9 4	2 31	
...	...	...	...	Bierzanow	9 27	2 47	
100	...	...	...	**Cracow**	*7 0	3 45	9 45
...	...	...	...	Zabierzow	7 24	4 12	10 15
...	...	...	...	Krzeszovice	7 48	4 38	10 48
—	...	...	...	**Myslowitz** (p. 123) dep.	6 15	1 15	...
7	...	...	...	Szczakowa	7 23	2 33	...
9½	...	...	...	Ciezkowice	7 37	2 48	...
16	...	...	...	**Trzebinia** ..... arr.	8 28	5 10	
123	...	...	...	**Trzebinia** ..... dep.	8 28	5 10	11 29
...	...	...	...	Chrzanow	8 37	5 19	11 40
...	...	...	...	Chelmete	8 55	5 38	12 6
140	...	...	...	**Oswiecim**	9 12	6 0	12 21
...	0 40	0 30	0 20	Jawiszowice	9 32	6 22	12 58
154	...	...	...	**Dzieditz** ..... arr.	9 51	6 46	1 33
—	From Bielitz.			**Bielitz** ..... dep.	9 10	4 40	...
7	0 30	0 23	0 15	**Dzieditz** ..... arr.	9 35	5 5	...
...	1 0	0 45	0 30	**Dzieditz** ..... dep.	9 51	6 46	1 33
...	1 40	1 15	0 50	Chybi	10 14	7 10	2 6
...	2 0	1 30	1 0	Pruchna	10 30	7 28	2 28
...	2 10	1 38	1 5	Seibersdorf	10 40	7 38	2 40
...	2 30	1 52	1 15	Petrowitz	10 52	7 51	2 59
184	3 10	2 23	1 35	**Oderberg** ..... arr.	11 30	8 28	3 40
...	...	...	...	**Annaberg** ..... dep.	11 4	7 34	...
...	...	...	...	**Oderberg** ..... arr.	11 10	7 40	...
...	...	...	...	**Oderberg** ..... dep.	11 30	8 28	3 40
...	3 40	2 45	1 50	Mahr. Ostrau	11 46	8 46	3 58
193	...	...	...	**Schonbrunn** ..... arr.	11 59	9 2	
—	...	...	...	**Troppau** ..... dep.	10 30	7 15	1 45
5	...	...	...	Kommorau	...	...	...
10	...	...	...	Freiheitau	11 6	7 52	2 15
15	...	...	...	Diehlau	11 22	8 8	2 28
A	B	C	D		1	2	3

A	B	C	D		1	2	3
174½	12 30	9 23	6 15	Freiheitau	3 52	5 52	12 47
179½	12 50	9 38	6 25	Kommoran	..	...	...
184	13 10	9 53	6 35	**Troppau** .....arr.	4 24	6 24	1 10
..	..	..	..	**Schonbrunn** .....dep.	3 0	4 53	a.m
167½	12 0	0	6 0	Mahr. Ostrau	3 11	5 6	11 0
174½	12 30	9 23	6 15	**Oderberg** .....arr.	3 34	5 39	11 30
..	..	..	..	**Oderberg** .....dep.	4 15	6 36	...
..	..	..	..	**Annaberg** .....arr.	4 25	6 46	...
..	..	..	..	**Oderberg** .....(p. 123) dep.	3 34	5 39	11 30
184	13 10	9 53	6 35	Petrowitz.....	4 1	6 4	12 11
188½	13 30	10 8	6 45	Selbersdorf	4 11	6 14	12 25
191	13 40	10 15	6 50	Pruchna	4 23	6 26	12 42
195½	14 0	10 30	7 0	Chybi	4 41	6 40	1 3
205	14 40	11 0	7 20	**Dzieditz** .....arr.	5 11	7 11	1 43
..	14 40	11 0	7 20	**Dzieditz** .....dep.	6 45	7 18	...
212	15 10	11 23	7 35	**Bielitz** .....arr.	7 15	7 48	...
..	..	..	..	**Dzieditz** .....dep.	5 11	7 11	1 43
209½	15 0	11 15	7 30	Jawiszowice	5 26	7 25	2 2
219	15 40	11 45	7 50	**Oswiecim**.....	5 51	7 49	2 37
223½	16 0	12 0	8 0	Chelmeck	6 3	8 1	2 55
233	16 40	12 30	8 20	Chrzanow	6 22	8 20	3 27
235½	16 50	12 38	8 25	**Trzebinia**.....arr.	6 35	8 34	3 52
..	...	...	...	**Trzebinia** .....dep.	...	8 40	...
242½	17 20	13 0	8 40	Ciezkowa	...	9 8	...
244½	17 30	13 23	8 25	Szczakowa	...	9 56	...
251½	18 0	13 30	9 0	**Myslowitz** (p. 123) arr.	...	10 24	...
242½	17 20	13 0	8 40	Krzeszovice..... dep.	7 1	9 1	4 33
251½	18 0	13 30	9 0	Zabierzow	7 22	9 22	4 58
258½	18 30	13 53	9 15	**Cracow**	*5 40	10 30	5 27
263½	18 50	14 8	9 25	Bierzanow	6 0	10 44	Stop
270½	19 20	14 30	9 40	Podleze	6 25	11 2	...
277½	19 50	14 53	9 55	Klay.....	6 46	11 17	...
282	20 10	15 8	10 5	**Bochnia**.....	7 16	11 27	...
296	20 50	15 38	10 25	Slotwinia.....	7 51	12 1	...
307½	22 0	16 30	11 0	**Tarnow**	9 0	12 50	...
319½	22 50	17 8	11 25	Czarna	9 46	1 24	...
326½	23 20	17 30	11 40	Debica	10 16	1 47	...
359	25 40	19 16	12 30	**Rzeszow**.....arr.	12 10	3 10	...

* Next Morning.

A	B	C	D		1	2	3
20	...	...	...	**Schonbrunn**.....arr.	11 39	8 25	3 0
...	3 50	2 53	1 55	**Schonbrunn** .....dep.	11 59	9 2	...
...	4 40	3 30	2 20	Stauding	12 26	9 31	...
...	5 10	3 55	2 35	Zauchtl	12 48	9 54	...
...	5 40	4 13	2 50	Pohl	1 8	10 14	...
...	6 10	4 38	3 5	Weisskirchen	1 29	10 34	...
...	6 40	5 0	3 20	Leipnik	1 50	10 57	...
...	...	...	...	**Prerau** .....arr.	2 35	11 33	...
				PRAGUE (page 138.)		p.m.	a.m.
From B.		Trub.		**Bohm-Trubau** ..dep.		3 50	4 0
4½	0 20	0 15	0 10	Triebitz [T. 1667½ E. feet]		4 14	4 19
8	0 40	0 30	0 20	Rudelsdorf		4 30	4 32
13	1 0	0 45	0 30	Landskron		4 54	4 48
15½	1 10	0 53	0 35	Budigsdorf [T. 410⅝ E. ft.]		5 4	4 55
25½	1 50	1 23	0 55	**Hohenstadt**.....		5 33	5 28
30	2 10	1 38	1 5	Lukzwetz		6 7	5 39
32½	2 20	1 45	1 10	Milglitz		6 30	5 50
39½	2 50	2 8	1 25	Littau		7 8	6 15
46	3 20	2 30	1 40	Stefanau		7 38	6 34
51	3 40	2 45	1 50	**Olmutz**	1 20	10 0	11 0
...	...	...	...	Brodek.....	1 56	10 6	11 36
...	...	...	...	**Prerau** .....arr.	2 17	10 57	11 57
241	7 20	5 30	3 40	**Prerau** .....dep.	2 35	11 33	...
...	...	...	...	Hullein.....	2 59	12 0	...
...	...	...	...	Napagedl.....	3 28	12 34	...
...	...	...	...	Ung. Hradisch	3 47	12 58	...
...	...	...	...	Bisenz	4 9	1 21	...
...	...	...	...	Goding.....	4 42	1 56	...
...	...	...	...	Mahr Neudorf	4 58	2 13	...
308	...	...	...	**Lundenburg Junction**	5 22	2 40	...
...	...	...	...	Hohenau	5 50	3 12	...
...	...	...	...	Drösing	...	...	...
...	...	...	...	Durnkrut	6 13	3 40	..
...	...	...	...	Angern	6 29	3 59	...
341	...	...	...	**Ganserndorf Jn.** (p. 138)	6 46	4 18	...
...	...	...	...	Wagram	7 6	4 41	...
...	...	...	...	Sussenbrunn	...	...	...
...	...	...	...	Floridsdorf	7 28	5 7	...
359	15 40	11 45	7 50	**Vienna** ... .arr.	7 37	5 16	...

From Olmutz to Prerau at 1 a.m.

¶ The Austrian Florin is equal to 60 kr., or 2s.; 5 kr. equal 2d.

Remarks.—LUGGAGE: 40 lbs. of Luggage are allowed free of charge.

CRACOW AND WIELICZKA.

From **Cracow** to **Wieliczka** at 11 a.m., in ½ of an hour From **Wieliczka** to **Cracow** at 2.25 and 6 p.m.

Fares.—1st class, 50kr.. 2nd class, 38kr.; 3rd class, 25 kr.

WIELICZKA AND NIEPOLOMICE.

From **Wieliczka** to **Niepolomice** at 12 20 p.m. From **Niepolomice** to **Wieliczka** at 2.10 p.m.

Fares.—1st class, 1fl. 2nd class, 45kr.; 3rd class, 30kr.

VIENNA, PRESSBURG, PESTH, CZEGLED, SZOLNOK, ARAD, PUSPOK-LADANY, GROSSWARDEIN, DEBRECZIN, SZEGEDIN, TEMESVAR, ORAVITZA, and BASIASCH.—Ex. p. Emperor Ferdinando's North Railway.

Dis.	¶ Fares. 1 cl. fl.kr.	2 cl. fl.kr.	3 cl. fl.kr.	4 cl. fl.kr.	Stations.	Trains. 1 a.m.	2 p.m.	3 p.m.	4
—	—	—	—	—	**Vienna** ....dep.	6 30	4 0	7 0	..
4½	0 20	0 15	0 10	0 6	Floridsdorf	6 42	4 15	7 12	...
9½	0 40	0 30	0 20	0 12	Süssenbrunn	6 55	4 33	7 25	...
14½	0 56	0 39	0 25	0 15	Wagram	7 5	4 47	7 36	...
18½	1 20	1 0	0 40	0 24	**Gansserndorf** (p. 140)	7 29	5 31	8 0	...
...	...	...	...	...	Oberweiden	7 43	5 45	8 14	...
30½	2 10	1 38	1 5	...	**Marchegg**	8 2	6 12	8 33	...
33	2 30	1 53	1 15	...	U. Neudorf (Frontier)	8 16	6 34	8 47	...
41½	3 0	2 16	1 30	...	**Pressburg**	8 59	7 15	9 30	...
48½	3 30	2 38	1 45	...	Weinern	9 14	Stop	9 45	...
53½	3 50	2 53	1 55	...	Lanschutz	9 27		9 58	...
57½	4 10	3 8	2 5	...	Wartberg	9 44		10 15	...
67½	4 50	3 38	2 25	...	Diószeg	10 8	...	10 40	...
71½	5 10	3 53	2 35	...	Galantha	10 20	...	10 52	...
78½	5 40	4 16	2 50	...	Selye	10 37	...	11 9	...
80½	5 50	4 23	2 55	...	Tornócz	10 52	...	11 24	...
87½	6 20	4 46	3 10	...	Tardosked	11 9	...	11 41	...
89½	6 30	4 53	3 15	...	Tot-Megyer	11 18	...	11 50	...
97	7 0	5 16	3 30	...	**Neuhaussel**	11 53	...	12 15	...
104½	7 30	5 38	3 45	...	Sz. Miklós	12 15	...	12 38	...
115½	8 20	6 16	4 10	...	Köbölkut	12 41	a. m.	1 4	...
124½	9 0	6 46	4 30	...	**Gran Nana**	1 5	7 24	1 29	...
134½	9 40	7 16	4 50	...	Szobb	1 29	8 7	1 53	...
141½	10 10	7 38	5 5	...	Gross-Maros	1 51	8 42	2 15	...
146½	10 30	7 53	5 15	...	Verőcze	2 6	9 8	2 30	...
150½	10 50	8 8	5 25	...	**Waitzen**	2 27	9 54	2 52	...
162½	11 40	8 46	5 50	...	Dunakeesz	2 56	10 46	3 21	...
168½	12 0	9 1	6 0	...	Palota	3 8	11 5	3 33	...
171½	12 20	9 16	6 10	...	**Pesth**	4 15	11 27	5 0	...
176½	12 90	9 31	6 20	...	Steinbruch	4 31		5 24	...
185½	13 20	10 1	6 40	...	Vecsés	4 58	Stop	6 3	...
191½	13 40	10 16	6 50	...	Ullő	5 12		6 30	...
196	14 0	10 31	7 0	...	Monor	5 31	...	6 55	...
203	14 30	10 50	7 15	...	Pilis	5 50	...	7 24	...
207	14 50	11 8	7 25	...	Alberti-Irsa	6 5	...	7 43	...
216	15 40	11 46	7 50	...	**Czegled**	6 50	...	8 35	...
...	...	...	...	...	**Czegled** ....dep.	7 25	...	9 0	...
9½	0 40	0 30	0 20	...	Abony	8 13	...	9 29	...
18½	1 20	1 0	0 40	...	**Szolnok** ....arr.	9 5	...	9 58	...
...	...	...	...	...	**Szolnok** ....dep.	9 30	...	10 15	...
...	...	...	...	...	Puszta Poo	10 43	...	11 7	...
...	...	...	...	...	Mezo-Bereny	1 29	...	1 1	...
...	...	...	...	...	Ketegyhaza	3 14	...	2 7	...
...	...	...	...	...	**Arad** ....arr	5 9	...	3 23	...
30	2 10	1 38	1 5	...	Török St. Miklos	10 11	...	10 39	...
37½	2 40	2 0	1 20	...	Fegyvernek	10 45	...	10 58	...
46½	3 20	2 30	1 40	...	Kis-uj-szállás	11 34	...	11 27	...
56	4 0	3 0	2 0	...	Karczag	12 29	..	11 56	...
65½	4 40	3 30	2 20	...	**Puspok-Ladany** ....arr.	1 34	...	12 35	...
From Szolnok to Ladany					**Puspok-Ladany** ....dep.	1 44	...	1 40	...
...	0 50	0 38	0 25	...	Sáp	2 36	...	2 13	...
A	B	C	D	E		1	2	3	4

Dis.	¶ Fares. 1 cl. fl.kr.	2 cl. fl.kr.	3 cl. fl.kr.	4 cl. fl.kr.	Stations.	Trains. 1 p. m.	2 a. m.	*3 p. m.	4
—	—	—	—	—	**Basiasch** ....dep.	1 15	...	4 35	...
...	...	...	...	...	Weisskirchen	2 2	...	5 20	...
14	...	...	...	...	**Jassenova** ....arr.	3 2	...	6 5	...
—	...	...	...	...	**Jassenova**	...	9 0	...	...
8	...	...	...	...	Jam	...	9 39	...	...
20	...	...	...	...	Rakasdia	...	10 31	...	...
27	...	...	...	...	**Oravitza**	...	11 11	...	...
...	...	...	...	...	Versecz	4 15	Stop	6 35	...
...	...	...	...	...	Moravicza	5 19		7 5	...
...	...	...	...	...	Detta	6 14	...	49	...
...	...	...	...	...	Zsebely	7 19	...	58	...
...	...	...	...	...	Saagh	7 50	...	9 20	...
60	...	...	...	...	**Temesvar** ....arr.	...	a. m.	9 30	...
...	...	...	...	...	.. ....dep.	9 55	5 30	Stop	...
...	...	...	...	...	Szakalháza	10 11	5 58		...
...	...	...	...	...	Gyertyámos	10 36	6 44		...
...	...	...	...	...	Hatzfeld	11 5	7 31	...	...
...	...	...	...	...	Gross-Kikinda	11 40	8 34	...	...
...	...	...	...	...	Mokrin	11 59	9 16		...
...	...	...	...	...	Oroszlámos	12 38	10 14		...
...	...	...	...	...	Szörögh	1 4	10 59		...
130	From Szegedin.				**Szegedin**	1 56	12 0		...
...	0 30	0 23	0 15	...	Szatymaz	2 23	12 42		...
...	1 10	0 53	0 35	...	Kistelek	2 52	1 19		...
...	1 50	1 23	0 55	...	Peteri	3 16	1 53		...
...	2 30	1 53	1 15	...	Felegyhaza	3 46	2 34		...
...	3 0	2 15	1 30	...	P. Paka	4 8	3 7		...
...	4 20	3 15	2 10	...	Nagy-Körös	5 2	4 25		...
—	...	...	...	...	**Miskolcz** ....dep.	1 0	7 5		...
...	...	...	...	...	**Debreczin**	9 10	12 7		...
12	...	...	...	...	Szobozlo	10 6	12 44		...
21	...	...	...	...	Kaba	11 45	1 5		...
...	...	...	...	...	**Grosswardein** ....dep.	7 48	10 0		...
...	...	...	...	...	Mezö-Keresztes	8 42	10 37		...
...	...	...	...	...	Berettyo-Ujfalu	9 31	11 12		...
...	...	...	...	...	Sáp	10 14	11 39		...
...	...	...	...	...	**Puspok-Ladany** arr.	11 36	1 35		...
28	...	...	...	...	**Puspok-Ladany** ....dep.	11 36	1 35		...
37	...	...	...	...	Karczag	12 34	2 9		...
47	...	...	...	...	Kis-uj--szállás	1 26	2 41		...
56	...	...	...	...	Fegyvernek	2 9	3 7		...
63	...	...	...	...	Török St Miklos	2 53	3 32		...
...	...	...	...	...	**Arad** ....dep.	8 5	10 40	...	...
...	...	...	...	...	Ketegyhaza	9 57	11 58	...	...
...	...	...	...	...	Mezo-Bereny	11 43	1 5	...	...
...	...	...	...	...	Puszta-Poo	2 22	2 53	...	...
...	...	...	...	...	**Szolnok** ....arr.	3 45	4 5	...	...
73	...	...	...	...	**Szolnok** ....dep.	4 4	4 20	...	...
84	...	...	...	...	Abony	4 48	6 44	...	...
93	...	...	...	...	**Czegled Junction** ...arr.	5 33	5 15	...	...
A	B	C	D	E		1	2	3	4

* Runs only on Mondays and Fridays.

A	B	C	D	E		1	2	3	4
...	1 30	1 8	0 45	...	Berettyo-Ujfalu	3 20	...	2 43	...
....	2 10	1 33	1 5	...	Mező-Keresztes	4 8	...	3 13	...
...	3 0	2 15	1 30	...	Grosswardein ....arr.	5 6	...	3 54	...
72½	5 10	3 53	2 45	...	Kaba	2 8	...	1 4	...
81½	5 40	4 23	2 55	...	Szobuszlo	2 48	...	1 28	...
93½	6 50	5 0	3 20	...	Debreczin	4 25	...	2 32	...
...	...	...	...	...	Miskolcz .....arr.	11 29	...	7 7	...
237	16 20	12 10	8 10	...	Nagy-Körös	7 32	...	9 23	...
245	17 40	13 16	8 50	...	P. Paka	8 30	...	10 33	...
254	18 10	13 38	9 5	...	Felegyhaza	9 0	...	11 9	...
262	18 50	14 8	9 25	...	Peteri	9 27	...	11 38	...
272	19 30	14 38	9 45	...	Kistelek	10 1	...	12 13	...
280	20 10	15 0	10 5	...	Szatymaz	10 34	...	12 52	...
289	20 40	15 31	10 20	...	Szegedin	11 34	...	2 0	...
293½	21 0	15 46	10 30	...	Szöregh	12 3	...	2 33	...
303	21 40	16 16	10 50	...	Oroszlámos	12 37	...	3 13	...
317	22 40	17 1	11 20	...	Mokrin	1 20	...	4 5	...
323½	23 10	17 28	11 35	...	Gross-Kikinda	1 51	...	4 45	...
335½	24 0	18 1	12 0	...	Hatzfeld	2 30	...	5 33	...
344½	24 40	18 31	12 20	...	Gyertyámos	2 59	...	6 13	...
354	25 20	19 1	12 40	...	Szakalhaza	3 32	...	6 51	...
358½	25 40	19 16	12 50	...	Temesvar .....arr.	3 52	...	7 12	...
...	...	...	...	...	,, ...dep.	4 22	...	Stop	...
368	26 20	19 46	13 10	...	Saagh	4 55	...		...
373	26 40	20 1	13 20	...	Zsebely	5 21	...		...
386½	27 40	20 46	13 50	...	Detta	6 5	...	...	...
399½	28 10	21 9	14 5	...	Moravicza	6 36	...	...	...
...	29 0	21 46	14 30	...	Versecz	7 29	...	p m.	...
Fro	m O	ravit	za.	...	Oravitza .....dep.	...	...	1 10	...
7	0 30	0 23	0 15	...	Rakasdia	...	...	1 40	...
18½	1 20	1 0	0 40	...	Jam	...	...	2 26	...
26½	2 0	1 30	1 0	...	Jassenova .....arr.	...	...	2 52	...
405	29 50	22 24	14 55	...	Jassenova	8 29	...	Stop	...
412	30 20	22 46	15 10	...	Weisskirchen	8 53	...		...
419	31 10	23 6	15 25	...	Bazlasch .....arr.	9 20	...	...	...

A	B	C	D	E		1	2	3	4
201	5 0	3 45	2 30	..	Czegled Junction..... dep.	5 50	5 15	...	...
...	5 50	4 23	2 55	...	Alberti-Irsa	6 23	6 2	...	...
...	6 10	4 38	3 5	...	Pilis	6 38	6 31	...	...
...	6 40	5 0	3 20	...	Monor	6 59	6 59	...	...
...	7 0	5 15	3 30	...	Ubö	7 14	7 20	...	...
...	7 20	5 30	3 40	...	Vecsés	7 31	7 41	...	...
...	8 0	6 0	4 0	...	Steinbruch	7 55	8 12	p.m.	...
248	8 20	6 15	4	...	Pesth	9 0	9 25	6 45	...
...	8 40	6 30	4 20	...	Palota	9 14	9 39	7 8	...
...	9 0	6 45	4 30	...	Dunakesz	9 28	9 53	7 34	...
269	9 50	7 23	4 55	...	Waitzen	9 59	10 24	8 19	...
...	10 10	7 38	5 5	...	Veröcze	10 15	10 40	8 55	...
...	10 30	7 53	5 15	...	Gross-Maros	10 32	10 57	9 41	...
...	11 0	8 15	5 30	...	Szobb	10 52	11 17	9 56	...
295	11 40	8 45	5 50	...	Gran Nana	11 20	11 44	10 35	...
...	12 20	9 15	6 10	...	Köbolkut	11 42	12 6	Stop	...
...	13 10	9 53	6 35	...	Sz. Miklós	12 12	12 34		...
322	13 40	10 15	6 50	...	Neuhausel	12 53	1 1		...
...	14 10	10 38	7 5	...	Toth-Megyer	1 7	1 15	...	...
...	14 20	10 45	7 10	...	Tardosked	1 16	1 24	...	...
...	14 50	11 8	7 25	...	Tornocz	1 36	1 44	...	...
...	15 0	11 15	7 30	...	Sellye	1 47	1 55	...	...
...	15 30	11 38	7 45	...	Galantha	2 5	2 13	...	...
...	15 50	11 53	7 55	...	Diószeg	2 18	2 26	...	...
...	16 30	12 23	8 15	...	Wartberg	2 45	2 53	...	...
...	16 50	12 38	8 25	...	Lanschutz	2 58	3 6	...	...
...	17 10	12 53	8 35	...	Weinern	3 14	3 21	a. m.	...
378	Fro	m Pr	essb	urg	Pressburg	3 49	3 53	7 0	...
9½	0 40	0 24	0 18	...	U. Neudorf	4 14	4 18	7 39	...
12	0 50	0 30	0 24	...	Marchegg	4 30	4 34	7 59	...
...	...	...	...	...	Oberweiden	4 44	4 48	...	...
23½	1 40	1 8	0 49	0 15	Gansernsdorf (p. 140)	5 2	5 6	8 46	...
30½	2 10	1 30	1 4	0 24	Wagram	5 24	5 28	9 17	...
33½	2 20	1 38	1 9	0 27	Sussenbrunn	...	5 37	9 28	...
38	2 40	1 53	1 19	0 33	Floridsdorf	5 47	5 52	9 50	...
42½	3 0	2 8	1 28	0 39	Vienna.....arr.	5 56	6 1	10 0	...

Remarks.—LUGGAGE: 40 lbs. of Luggage are allowed free.

¶ The Austrian Florin is equal to 60 kreutzers, or 2s. 5 kreutzers equal 2d.

VIENNA AND STOCKERAU.—Excl. priv. Emperor Ferdinando's North Railway.

Miles from Vienna.	¶ Fares. 1st class	2nd class	3rd class	4th class	Stations.	Trains. 1	2	3	4
Dis.	fl. kr.	fl. kr.	fl. kr.	fl. kr.		a. m.	a. m.	p. m.	p. m.
—	—	—	—	—	Vienna .....dep.	6 10	10 0	3 0	8 0
4½	0 20	0 15	0 10	0 6	Floridsdorf	6 23	10 12	3 12	8 16
6	0 25	0 18	0 12	0 8	Jedlersee	6 28	10 17	3 17	8 22
7	0 30	0 24	0 15	0 9	Enzersdorf	6 39	10 28	3 28	8 36
9½	0 40	0 30	0 20	0 12	Korneuburg	6 50	10 40	3 40	8 51
14½	1 0	0 45	0 30	0 18	Stockerau .....arr.	7 10	11 0	4 0	9 15

Miles from Stockerau.	¶ Fares. 1st class	2nd class	3rd class	4th class	Stations.	Trains. 1	2	3	4
Dis.	fl. kr.	fl. kr.	fl. kr.	fl. kr.		a. m.	a. m.	p. m.	p. m.
—	—	—	—	—	Stockerau .....dep.	5 30	8 0	2 15	8 23
4½	0 30	0 24	0 15	0 9	Korneuburg	5 56	8 23	2 38	8 47
7½	0 40	0 30	0 20	0 12	Enzersdorf	6 7	8 33	2 49	8 57
8½	0 50	0 40	0 24	0 15	Jedlersee	6 19	8 44	59	9 8
9½	0 50	0 40	0 24	0 15	Floridsdorf	6 28	8 51	3 6	9 15
14½	1 0	0 45	0 30	0 18	Vienna .....arr.	6 38	9 0	3 15	9 24

Remarks.—Children under 2 years, free; from 2 to 10 years, half fare.

VIENNA TO MODLING, LAXENBURG, NEUSTADT, OEDENBURG, GLOGGNITZ, GRATZ, CILLY, LAIBACH, ADELSBERG, AND TRIESTE.

Dist.	Fares. Exp. 1 Cl.	Exp. 2 Cl.	Ordinary. 1 Cl.	Ordinary. 2 Cl.	Ordinary. 3 Cl.	STATIONS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Dis.	fl.kr.	fl.kr.	fl.kr.	fl.kr.	fl.kr.	DOWN TRAINS.	a. m.	a. m.	a. m.	p. m.	p. m.	p.m.	p. m.	p. m.							
—	—	—	—	—	—	**Vienna** ... ... dep.	7 0	8 40	11 0	2 0	4 0	5 0	7 0	8 40	...	...	...	...	...	...	...
3	0 26	0 18	0 20	0 15	0 10	Meidling	7 11	8 51	11 11	2 11	4 10	5 11	7 10	8 51	...	...	...	...	...	...	...
4½	0 26	0 18	0 20	0 15	0 10	Hetzendorf	7 16	...	11 16	2 16	4 15	5 16	7 15	8 56	...	...	...	...	...	...	...
4½	0 26	0 18	0 20	0 15	0 10	Atzgersdorf	7 23	...	11 23	2 23	4 22	5 23	7 22	9 3	...	...	...	...	...	...	...
6	0 39	0 27	0 30	0 23	0 15	Liesing	7 27	9 4	11 27	2 27	4 26	5 27	7 26	9 7	...	...	...	...	...	...	...
6	0 39	0 27	0 30	0 23	0 15	Perchtoldsdorf	7 30	...	11 30	...	...	5 30	7 29	...	...	...	...	...	...	...	...
9	0 52	0 36	0 40	0 30	0 20	Brunn	7 35	9 11	11 35	2 34	4 33	5 35	7 34	9 14	...	...	...	...	...	...	...
9	0 52	0 36	0 40	0 30	0 20	**Modling** ... ... arr.	7 41	9 17	11 41	2 40	4 39	5 41	7 40	9 20	...	...	...	...	...	...	...
9	0 52	0 36	0 40	0 30	0 20	**Modling** ... ... dep.	7 45	9 20	11 45	2 45	4 40	...	7 42	...	...	...	...	...	...	...	...
11½	1 5	0 45	0 50	0 38	0 25	**Laxenburg** ... ... arr.	7 52	9 38	11 52	2 52	4 47	...	7 49	...	...	...	...	...	...	...	...
11½	1 5	0 45	0 50	0 38	0 25	Guntramsdorf	7 50	...	11 50	...	...	5 50	7 49	...	...	...	...	...	...	...	...
13	1 18	0 54	1 0	0 45	0 30	Gumpoldskirchen [T. 516 E. feet] ...	7 54	9 28	11 54	2 52	4 50	5 54	7 53	9 32	...	...	...	...	...	...	...
15½	1 31	1 3	1 10	0 53	0 35	Pfaffstatten	8 2	...	12 2	...	...	6 2	8 1	...	...	...	...	...	...	...	...
15½	1 31	1 3	1 10	0 53	0 35	**Baden**	8 11	9 41	12 11	3 8	5 4	6 11	8 10	9 48	...	...	...	...	...	...	...
18	1 44	1 12	1 20	1 0	0 40	Vöslau	8 21	9 50	12 21	3 18	5 12	6 21	8 19	9 58	...	...	...	...	...	...	...
20	1 57	1 21	1 30	1 8	0 45	Kottingbrunn	8 26	...	12 26	3 23	Stop	...	Stop	...	...	...	...	...	...	...	...
20½	1 57	1 21	1 30	1 8	0 45	Leobersdorf	6 30	9 58	12 30	3 27		6 29		10 6	...	...	...	...	...	...	...
23	2 10	1 30	1 40	1 15	0 50	Solenau	8 40	...	12 40	3 37		...		...	...	...	...	...	...	...	...
25½	2 23	1 39	1 50	1 23	0 55	Felixdorf	8 44	10 10	12 44	3 41	...	6 42	...	10 19	...	...	...	...	...	...	...
25½	2 23	1 39	1 50	1 23	0 55	Theresienfeld	8 51	...	12 51	3 48	...	6 49	...	10 26	...	...	...	...	...	...	...
28½	2 49	1 57	2 10	1 38	1 5	**Wiener Neustadt** ... ... arr.	9 1	10 30	1 1	4 6	...	6 59	...	10 42	...	...	...	...	...	...	...
28½	2 49	1 57	2 10	1 38	1 5	**Wiener Neustadt** ... dep.	9 15	...	Stop	...	...	7 10	...	...	...	...	...	...	...	...	...
32	3 2	2 6	2 20	1 45	1 10	Katzelsdorf	9 25	...	...	...	...	7 20	...	...	...	...	...	...	...	...	...
32½	3 2	2 6	2 20	1 45	1 10	Neudörfl	9 32	...	...	...	...	7 27	...	...	...	...	...	...	...	...	...
34½	3 15	2 15	2 30	1 53	1 15	Sauerbrunn	9 39	...	...	...	...	7 34	...	...	...	...	...	...	...	...	...
37	3 28	2 24	2 40	2 0	1 20	Wiesen Sigless	9 49	...	...	...	...	7 44	...	...	...	...	...	...	...	...	...
39½	3 44	2 33	2 50	2 8	1 25	Matterndorf	10 1	...	...	...	...	7 56	...	...	...	...	...	...	...	...	...
41½	3 54	2 42	3 0	2 15	1 30	Marz-Rohrbach	10 8	...	...	...	...	8 3	...	...	...	...	...	...	...	...	...
46	4 20	3 0	3 20	2 30	1 40	Schadendorf	10 24	...	...	...	...	8 19	...	...	...	...	...	...	...	...	...
46	4 20	3 0	3 20	2 30	1 40	Agendorf	10 31	...	...	...	...	8 26	...	...	...	...	...	...	...	...	...
48½	4 33	3 9	3 30	2 38	1 45	**Oedenburg** ... ... arr.	10 39	...	...	...	...	8 34	...	...	...	...	...	...	...	...	...
34½	3 15	2 15	2 30	1 53	1 15	St Egyden	Stop	10 48	...	4 24	...	Stop	...	11 0	...	...	...	...	...	...	...
39½	3 41	2 33	2 50	2 8	1 25	Neunkrichen	...	11 1	...	4 37	...	...	...	11 13	...	...	...	...	...	...	...
41½	3 54	2 42	3 0	2 15	1 30	Teruitz	...	11 11	...	4 47	...	...	...	11 23	...	...	...	...	...	...	...
43½	4 7	2 51	3 10	2 23	1 35	Pottschach	...	11 18	...	4 54	...	...	...	11 30	...	...	...	...	...	...	...
46	4 20	3 0	3 20	2 30	1 40	**Gloggnitz** ... ... arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	,, ... dep.	...	11 33	...	5 7	...	...	...	11 48	...	...	...	...	...	...	...
53½	4 59	3 27	3 50	2 53	1 55	Paverbach	...	11 50	...	5 23	...	...	...	12 5	...	...	...	...	...	...	...
57½	5 25	3 45	4 10	3 8	2 5	Eichberg	...	12 11	...	Stop	...	...	...	12 26	...	...	...	...	...	...	...
60	5 38	3 54	4 20	3 15	2 10	Klamm ... ... [Tunnel.] ...	...	12 28	...		...	...	...	12 43	...	...	...	...	...	...	...
65	6 4	4 12	4 40	3 30	2 20	Breitenstein	...	12 47	...	...	...	...	...	1 2	...	...	...	...	...	...	...
69½	6 30	4 30	5 0	3 45	2 30	Semmering [Tunnel of 4,518 Eng. ft.]	...	1 8	...	...	...	...	...	1 24	...	...	...	...	...	...	...
76½	7 9	4 57	5 30	4 8	2 45	Spital	...	1 28	...	...	...	...	...	1 45	...	...	...	...	...	...	...
80½	7 35	5 15	5 50	4 23	2 55	**Murzzuschlag** ... ... arr.	...	1 46	...	...	...	...	...	2 6	...	...	...	...	...	...	...
...	...	...	...	...	...	,, ... dep.	...	2 10	...	...	...	...	...	2 18	...	...	...	...	...	...	...
85½	8 1	5 33	6 10	4 38	3 5	Langenwang	...	2 23	...	...	...	...	...	2 31	...	...	...	...	...	...	...
87½	8 14	5 42	6 20	4 45	3 10	Krieglach	...	2 33	...	...	...	...	...	2 41	...	...	...	...	...	...	...
89½	8 27	5 51	6 30	4 53	3 15	Mitterndorf	...	2 41	...	...	...	...	...	2 49	...	...	...	...	...	...	...
A	B	C	D	E	F		G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U

TRAINS.

LUGGAGE: 40 lbs. of Luggage are allowed free of charge.

(1) Marburg to Warasdin by Postzug in 8 hours; to Klagenfurt in 16 hours.

LUGGAGE: 40 lbs. of Luggage are allowed free of charge.

(1) Marburg to Warasdin by Postzug in 8 hours; to Klagenfurt in 16 hours.

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TRIESTE, ADELSBERG, LAIBACH, CILLY, GRATZ, GLOGGNITZ, OEDENBURG, NEUSTADT, LAXENBURG, AND MODLING TO VIENNA.

¶ Fares.

Miles	Exp. 1 Cl.	Exp. 2 Cl.	Ordinary. 1 Cl.	Ordinary. 2 Cl.	Ordinary. 3 Cl.	STATIONS.	TRAINS. 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Dist.	fl.kr.	f.kr	fl.kr.	fl.kr.	fl.kr	Up Trains.	a. m.	a. m.	a. m.	a. m.	p.m.	p. m.	p. m.	p.m.	p.m.	p.m.	p.m.	p. m.	p.m.			
—	—	—	—	—	—	**Trieste** [2 Tunnels] ... ... dep.	6 15	...	...	...	...	6 0	...	...	...	...	...	...	...	...	...	...
6	0 39	0 27	0 30	0 23	0 15	Grignano	6 40	...	...	...	...	6 22	...	...	...	...	...	...	...	...	...	...
11	1 5	0 45	0 50	0 38	0 25	Nabresina	7 6	...	..	...	...	6 50	...	...	...	...	...	...	...	...	...	...
15	1 31	1 3	1 19	0 58	0 35	Prosecco	7 29	...	...	...	...	7 13	...	...	...	...	...	...	...	...	...	...
23	2 10	1 30	1 40	1 15	0 50	Sessana	8 0	...	...	...	...	7 44	...	...	...	...	...	...	...	...	...	...
27½	2 30	1 48	2 0	1 30	1 0	Divaca [6 Tunnels.]	8 25	...	..	...	...	8 9	...	...	...	...	...	..	...	...	...	...
37	3 28	2 24	2 40	2 0	0 50	Ober-Lesece	8 55	...	...	...	...	8 39	...	...	...	...	...	...	...	...	...	...
43½	4 7	3 51	3 10	2 28	1 35	St. Peter	9 26	...	...	...	...	9 10	...	...	...	...	...	...	...	...	...	...
46	4 28	3 8	3 20	2 30	1 40	Prestranek	9 39	...	...	...	...	9 23	...	...	...	...	...	...	...	...	...	...
51	4 46	3 48	3 40	2 45	1 50	**Adelsberg**	9 59	...	..	...	...	9 43	...	...	...	...	...	...	...	...	...	...
60	5 38	3 44	4 20	3 15	2 10	Rakek	10 24	...	...	...	..	10 8	...	...	...	...	...	...	...	...	...	...
66	6 17	4 [illegible]	4 50	3 30	2 25	Loitsch	10 54	...	...	...	...	10 38	...	...	...	...	...	...	...	...	...	...
67½	7 9	4 47	5 30	4 6	2 45	Franzdorf	11 30	...	...	...	...	11 14	...	...	...	...	...	...	...	...	...	...
69½	8 27	5 31	6 20	4 53	3 15	**Laibach** ... ... arr.	p.m.	...	...	...	...	a. m.	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	,, ... dep.	12 35	...	...	...	...	12 0	...	...	...	...	...	...	...	...	...	...
94½	8 53	6 9	5 50	4 8	3 25	Salloch	12 48	...	...	...	...	12 13	...	...	...	...	...	...	...	...	...	...
99½	9 19	6 27	7 10	5 23	3 35	Laase	I 0	...	...	...	...	12 25	...	...	...	...	...	...	...	...	...	...
104½	9 45	6 45	7 30	5 36	3 45	Krossnitz [Tunnel of 570 English ft.]	1 16	...	...	...	...	12 41	...	...	...	...	...	...	...	...	...	...
109½	10 11	7 3	7 50	5 53	3 55	Littai	1 33	...	...	...	...	12 58	...	...	...	...	...	...	...	...	...	...
113½	10 37	7 21	8 10	6 8	4 5	Sava	1 46	...	...	...	...	1 11	...	...	...	...	...	...	...	...	...	...
118½	11 3	7 39	8 30	6 23	4 15	Sagor	2 3	...	...	...	...	1 28	...	...	...	...	...	...	...	...	...	...
119½	11 16	7 46	8 40	6 30	4 20	Trifail [Tunnel of 414 English feet.]	2 12	...	...	...	...	1 37	...	...	...	...	...	...	...	...	...	...
122½	11 29	7 57	8 50	6 38	4 25	Hrastnigg	2 22	...	...	...	...	1 47	...	...	...	...	...	...	...	...	...	...
127½	11 55	8 15	9 10	6 53	...	Steinbrück	2 41	...	...	...	...	2 6	...	...	...	...	...	...	...	...	...	...
131½	12 21	8 33	9 30	7 8	4 45	Römerbad	2 59	...	...	...	...	2 24	...	...	...	...	...	...	...	...	...	...
137	12 47	8 54	9 50	7 23	4 55	Markt-Tüffer	3 15	...	...	...	...	2 40	...	...	...	...	...	...	...	...	...	...
144	13 26	9 18	10 20	7 45	5 10	**Cilly** ... ... arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	,, ... dep.	a. m. 3 42	...	...	...	...	3 7	...	...	...	...	...	...	...	...	...	...
145½	13 39	9 27	10 30	7 53	5 15	Store	3 53	...	...	...	...	3 18	...	...	...	...	...	...	...	...	...	...
149	14 5	9 45	10 50	8 8	5 25	St. Georgen [Tun. of 744 English feet.]	4 6	...	...	...	...	3 31	...	...	...	...	...	...	...	...	...	...
154½	14 21	10 3	11 10	8 23	5 35	Ponigl	4 23	...	...	...	...	3 48	...	...	...	...	...	...	...	...	...	...
164½	15 23	10 39	11 50	8 53	5 55	Pöltschach [2 T'a. 588 & 768 Eng. ft.]	4 58	...	...	...	...	4 24	...	...	...	...	...	...	...	...	...	...
173½	15 30	10 48	12 0	9 23	6 15	Pragerhof	5 27	...	...	...	...	4 53	...	...	...	...	...	...	...	...	...	...
176	16 41	11 39	12 50	9 38	6 25	Kranichsfeld [T. of 2100 English feet.]	5 43	...	...	...	...	5 9	...	...	...	...	...	...	...	...	...	...
184½	17 30	12 0	13 20	10 0	6 40	**Marburg**	6 9	...	...	...	...	5 35	...	...	...	...	...	...	...	...	...	...
188½	17 48	12 15	13 40	10 13	6 50	Possnitz [Tunnel of 600 English feet.]	6 25	...	...	...	...	5 51	...	...	...	...	...	...	...	...	...	...
196	18 20	12 45	14 10	10 38	7 5	Spielfeld	6 56	...	...	...	...	6 22	...	...	...	...	...	...	...	...	...	...
198	18 28	12 54	14 20	10 45	7 10	Eisenhausen	7 5	...	...	...	...	6 31	...	...	...	...	...	...	...	...	...	...
203	19 4	13 12	14 40	11 0	7 30	Leibnitz	7 19	...	...	...	...	6 48	...	...	...	...	...	...	...	...	...	...
209	19 30	13 30	15 5	11 15	7 30	Lebring	7 35	...	...	...	...	7 4	...	...	...	...	...	...	...	...	...	...
211	19 43	13 39	15 15	11 33	7 35	Wildon	7 45	...	...	...	...	7 14	...	...	...	...	...	...	...	...	...	...
217½	20 21	14 6	15 40	11 45	7 50	Kalsdorf	8 8	...	...	...	...	7 37	...	...	...	...	...	...	...	...	...	...
222	20 45	14 24	16 0	12 0	8 0	Puntigam	8 24	...	...	...	...	7 53	...	...	...	...	...	...	...	...	...	...
225½	21 1	14 36	16 18	12 8	8 5	**Gratz** ... ... arr.	p.m.	...	...	...	...	a.m.	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	,, ... dep.	8 44	...	...	...	...	8 18	...	...	...	...	...	...	...	...	...	...
230	21 27	14 51	16 38	12 33	8 15	Judendorf	9 2	...	...	...	...	8 36	...	...	...	...	...	...	...	...	...	...
234½	21 49	15 9	16 40	12 50	8 20	Gratwein	9 8	...	...	...	...	8 42	...	...	...	...	...	...	...	...	...	...
241	22 23	15 33	16 58	13 20	8 25	Stübing	9 22	...	...	...	...	8 56	...	...	...	...	...	...	...	...	...	...
245½	22 46	15 48	17 9	13 45	8 30	Peggau	9 33	...	...	...	...	9 7	...	...	...	...	...	...	...	...	...	...
250½	22 52	16 36	17 20	13 0	8 40	Frohnleiten	9 49	...	...	...	...	9 23	...	...	...	...	...	...	...	...	...	...
A	B	C	D	E	F		G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V

LUGGAGE: 40 lbs. of Luggage are allowed free of charge.

(E) VIENNA to ODERBERG, PRAGUE, OLMUTZ, NEW ZOEST, PRESBURG, and STOCKERAU, see pages 120, 122, 123, and 126.

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VIENNA, RAAB, AND NEU SZŒNY. [6092

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2
Dis.	fl. kr	fl. kr	fl. kr		a.m.	p.m.
—	—	—	—	**Vienna** .....dep.	8 0	4 40
2¼	0 20	0 15	0 10	Simmering	8 7	4 46
4¼	0 20	0 15	0 10	Schwechat Kledering	8 16	4 54
6¾	0 30	0 23	0 15	Lanzendorf Pellendorf.....	8 23	5 0
9	0 40	0 30	0 20	Himberg	8 33	5 7
11¼	0 50	0 38	0 25	Gutenhof	8 42	5 15
13½	1 0	0 45	0 30	Gramat Neusiedel.....	8 55	5 27
18¼	1 20	1 0	0 40	Gœtzendorf	9 12	5 41
20¾	1 30	1 8	0 45	Trautmannsdorf.....	9 22	5 49
25¼	1 50	1 23	0 55	Wilfleinsdorf	9 33	5 58
27¾	2 0	1 30	1 0	**Bruck a. L.** .....arr.	...	...
...	...	...	...	„ .....dep.	9 47	6 11
32½	2 20	1 45	1 10	Barndorf	10 7	6 26
39¼	2 50	2 8	1 25	Zurndorf	10 30	6 45
46	3 20	2 30	1 40	Strass Sommerein	10 49	7 1
53¼	3 50	2 53	1 55	Wieselburg	11 12	7 22
62½	4 30	3 23	2 15	Miklos	11 40	7 47
74	5 20	4 0	2 40	**Raab**.....arr.	...	8 15
...	...	...	...	„ .....dep.	12 20	Stop
83½	6 0	4 30	3 0	St. Janos	12 59	
89¾	6 30	4 53	3 15	Acs	1 18	
97	7 0	5 15	3 30	**Neu Szœny** ... . arr.	1 36	...

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2
Dis.	fl. kr	fl. kr	fl. kr		a.m.	p.m.
—	—	—	—	**Neu Szœny** .....dep.	...	2 5
7½	0 30	0 23	0 15	Acs	...	2 27
13¾	1 0	0 45	0 30	St. Janos	...	2 49
...	1 40	1 15	0 50	**Raab**.....arr	...	...
23	...	...	...	„ .....dep.	5 48	3 37
34½	2 30	1 53	1 15	Miklos	6 17	4 10
43¾	3 10	2 23	1 35	Wieselburg	6 44	4 41
51	3 40	2 45	1 50	Strass Sommerein	7 1	5 2
57¾	4 10	3 8	2 5	Zurndorf	7 21	5 27
64½	4 40	3 30	2 20	Parndorf	7 45	5 56
...	5 0	3 45	2 30	**Bruck a. L.** .....arr.	...	...
69¼	...	...	...	„ .....dep.	8 2	6 16
71¾	5 10	3 53	2 35	Wilfleinsdorf	8 11	6 26
76¾	30	4 8	2 45	Trautmannsdorf.....	8 23	6 41
78¾	5 40	4 15	2 50	Gœtzendorf	8 32	6 51
83¼	6 0	4 30	3 0	Gramat Neusiedel	8 50	7 12
85½	6 10	4 38	3 5	Gutenhof	8 57	7 21
88	6 20	4 45	3 10	Himberg	9 5	7 30
90¼	6 30	4 53	3 15	Lanzendorf Pellendorf.....	9 14	7 39
92¾	6 40	5 0	3 20	Schwechat Kledering	9 19	7 44
94¾	6 50	5 8	3 25	Simmering	9 30	7 58
97	7 0	5 15	3 30	**Vienna**.....arr.	9 37	8 7

Remarks.—LUGGAGE: 40 lbs. of Luggage are allowed free of charge if delivered half-an-hour before the departure of the Trains.

PRESSBURG, TYRNAU AND SZERED. (Horse Railway,)

Eng. Miles.	¶ Fares. 1st Class	2nd Class	3rd Class	4th Class	STATIONS.	Trains. 1	2	3	4	5
Dis.	kr.	kr.	kr.	kr.		a.m.	p.m.	p.m.	p.m.	
—	—	—	—	—	**Pressburg** .....dep.	6 0	10 0	5 0	7 0	...
5½	23	19	9	...	Ratzdorf	6 45	10 45	5 45	7 45	...
7½	32	26	13	...	Wajnor	7 0	11 0	6 0	8 0	...
9½	36	30	14	...	St. Georgen	7 15	11 15	6 15	8 15	...
11½	45	38	18	...	Grunau	7 30	11 30	6 30	8 30	...
12½	50	39	20	...	**Bosing**	7 45	11 45	6 45	8 45	...
17	68	56	32	...	Schenkwitz	8 15	12 15	7 15	Stop	...
22	86	71	41	...	Báhony	8 50	12 50	7 50		...
24½	95	79	45	...	Cziffer.....	9 10	1 0	8 0		...
30	120	96	54	...	**Tyrnau**	9 45	1 30	8 45	...	...
34¾	135	104	62	...	Keresstur	10 30	2 45	9 30	...	...
39½	150	110	66	...	**Szered**.....arr.	11 0	3 0	10 0	...	...

						a.m.	p.m.	p.m.	a.m.	
—	—	—	—	—	**Szered**.....dep.	4 30	9 30	3 30	...	...
4½	18	15	9	...	Keresstur	5 0	10 0	4 0	...	...
9½	36	30	18	...	**Tyrnau**	5 45	10 45	4 45	...	...
15	55	31	21	...	Cziffer.....	6 30	11 30	5 30	...	...
17½	64	40	25	...	Báhony	6 40	11 40	5 40	...	...
22½	82	54	34	...	Schenkwitz	7 15	12 15	6 15	a.m.	...
27	100	70	46	...	**Bosing**	7 45	12 45	6 45	5 45	...
28	105	72	47	...	Grunau	8 0	1 0	7 0	6 0	...
30	114	80	52	...	St. Georgen	8 15	1 15	7 15	6 15	...
33¾	118	84	53	...	Wajnor	8 30	1 30	7 30	6 30	...
35½	127	91	57	...	Ratzdorf.....	8 45	1 45	7 45	6 45	...
39½	150	110	66	...	**Pressburg** .....arr.	9 30	2 30	8 30	7 30	...

Remarks.—LUGGAGE: 20 lbs. are allowed to 1st and 2nd class passengers, and 19 lbs. to the 3rd cla

¶ The Austrian Florin is equal to 60 kreutzers, or 2s.; 5 kreutzers equal 2d.

Central Swiss Railway.—OLTEN, HERZOGENBUCHSEE, & BERN.—Schweizerische Centralbahn.

Kms.	Miles	¶Sing Fares. 1 Cl.	2 Cl.	3 Cl.	¶Ret. Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. [6828 1	2	3	4	5	6	7	8
Dis.		fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		a. m.	a.m.	p.m.	a m.	p.m.	p.m.	p.m.	
111	69	22 50	15 75	11 25	36 0	25 20	18 0	ROMANSHORN.....dep.	...	...	5 32	5 20	...	...	2 0	...
109½	68	19 75	13 80	9 85	31 60	22 10	15 80	SCHAFFHAUSEN..... „	...	...	6 8	7 25	...	...	10 15	a.m.
											a.m.	a.m.		...	p m.	
89½	55½	13 75	9 65	6 90	22 0	15 45	11 5	ZURICH..... „	...	...	5 50	10 5	...	...	4 30	...
											a.m.	a.m		...	p.m.	
49½	30½	8 45	5 95	4 25	13 45	9 50	6 75	AARAU [TUNNEL]..... „	...	...	7 38	11 26	...	...	6 14	...
											a.m.	a.m.		...	p.m.	
65	40	11 10	7 80	5 60	17 65	12 45	8 90	BALE..... „	...	...	6 20	10 25	...	...	4 50	...
68½	42½	12 5	8 50	6 10	19 20	13 55	9 65	LUCERNE..... „	...	...	5 50	10 0	...	...	3 50	...
									a.m.	a.m.	a.m.	p.m	p.m.	p.m.	p m.	
—	—	—	—	—	—	—	—	Olten (Refreshment Room.).....dep.	...	5 45	8 25	12*15	12†20	...	7 5	
13	8	0 40	0 30	0 20	0 65	0 45	0 35	Aarburg.....	...	5 55	8 34	12 23	12 47	...	7 14	
34	21	0 75	0 55	0 40	1 20	0 85	0 65	Niederwyl.....	...	6 3	8 41	...	1 0	...	7 21	
74	46	1 40	1 0	0 70	2 20	1 60	1 15	Murgenthal.....	...	6 15	8 51	...	1 23	...	7 31	
113	70	2 10	1 50	1 5	3 35	2 35	1 70	Langenthal.....	...	6 32	9 5	12 46	2 5	...	7 45	
114	71	2 40	1 70	1 20	3 80	2 70	1 95	Bützberg.....	...	...	9 11	...	...	...	7 51	
162	101	2 90	2 5	1 45	4 60	3 25	2 35	**Herzogenbuchsee**.....arr.	...	6 47	9 19	12 57	2 30	p.m	7 59	
...	...	...	...	...	...	...	...	„ .....dep	—	6 57	9 26	1 2	Stop	6 2	8 10	
204	127	3 50	2 50	1 75	5 55	3 95	2 85	Riedtwyl.....	...	7 10	9 36	...		6 15	8 20	
23	14	4 0	2 80	2 0	6 30	4 45	3 20	Wynigen.....	...	7 21	9 45	1 17		6 26	8 29	
274	171	4 65	3 30	2 35	7 40	5 25	3 75	Burgdorf [TUNNEL 562 yards.].....	...	7 38	9 59	1 29	...	6 43	8 43	
294	183	5 0	3 50	2 50	7 90	5 60	4 0	Lyssach.....	...	7 46	10 6	...	...	6 51	8 50	
31	19	5 35	3 75	2 70	8 45	5 95	4 30	Hindelbank.....	...	7 54	10 13	...	...	6 59	8 57	
334	21	5 85	4 15	2 95	9 30	6 55	4 70	Schönbühl.....	...	8 6	10 22	1 46	...	7 11	9 6	
364	23	6 25	4 40	3 15	9 95	7 0	5 5	Zollikofen.....	...	8 17	10 30	...	...	7 22	9 14	
41	25½	7 5	4 95	3 55	11 20	7 90	5 65	**Berne**.....arr.	a.m.	8 36	10 43	2 1	...	7 38	9 27	
		Fare	s fro	m B	erne.			„ .....dep.	7 10	Stop	11 5	2 30	...	7 58	Stop	
...	...	0 50	0 35	0 25	0 75	0 55	0 40	Ostermundingen.....	7 18		11 13	2 38	...	8 9		
...	...	0 85	0 60	0 45	1 30	0 95	0 65	Gumlingen.....	7 25		11 20	2 45	...	8 18		
...	...	1 35	0 95	0 70	2 15	1 55	1 10	Rubigen.....	7 35	...	11 30	2 55	...	8 29	...	
...	...	1 70	1 30	0 85	2 65	1 90	1 35	Munsingen.....	7 42	...	11 37	3 3	...	8 38	...	
...	...	2 35	1 65	1 20	3 70	2 60	1 85	Kiesen.....	7 53	...	11 48	3 14	...	8 52	...	
...	...	2 60	1 85	1 30	4 15	2 95	2 10	Uttigen.....	7 59	...	11 54	3 20	...	8 58	...	
...	...	3 15	2 20	1 60	5 0	3 50	2 55	**Thun**.....arr.	8 7	...	12 2	3 28	...	9 8	...	

* 1 & 2 Express. † Goods Train, with 2nd & 3rd class passengers.

Kms.	Miles	¶Sing Fares. 1 Cl.	2 Cl.	3 Cl.	¶Ret. Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4	5	6	7	8
Dis.		fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		a m.	a.m.	a.m.	p.m.	p. m.	p.m.		
			Fare	s fro	m T	hun.										
...	...	0 55	0 40	0 30	0 85	0 60	0 45	**Thun**.....dep.	...	6 0	8 40	3 0	...	7 0	...	
...	...	0 85	0 60	0 45	1 35	0 95	0 70	Uttigen.....	...	6 10	8 49	3 9	...	7 9	...	
...	...	1 50	1 5	0 75	2 35	1 65	1 20	Kiesen.....	...	6 19	8 55	3 15	...	7 15	...	
...	...	1 85	1 30	0 95	2 90	2 5	1 45	Munsingen.....	...	6 33	9 6	3 26	...	7 27	...	
...	...	2 35	1 65	1 20	3 70	2 60	1 80	Rubigen.....	...	6 40	9 13	3 33	...	7 34	...	
...	...	2 70	1 90	1 35	4 25	3 0	2 15	Gumlingen.....	...	6 52	9 23	3 43	...	7 44	...	
...	...	3 15	2 20	1 60	5 0	3 80	2 55	Ostermundingen.....	...	7 1	9 30	3 50	...	7 51	...	
		Fare	s fro	m B	erne.			**Berne**.....arr.	a.m.	7 10	9 37	3 57	p.m.	7 58	...	
								„ .....dep.	5 40	7 37	10 *5	4 20	6 20		...	
4½	3	0 80	0 55	0 40	1 25	0 90	0 65	Zollikofen.....	5 54	7 55	...	4 34	6 38	Stop	...	
6½	4	1 20	0 85	0 60	1 90	1 35	0 95	Schönbühl.....	6 2	8 5	10 21	4 42	6 48		...	
10	6	1 75	1 25	0 90	2 75	1 95	1 40	Hindelbank.....	6 11	8 16	...	4 51	6 59	...	...	
11½	7	2 10	1 45	1 5	3 30	2 35	1 65	Lyssach.....	6 18	8 23	...	4 58	7 6	...	...	
13½	8	2 40	1 70	1 20	3 80	2 70	1 90	Burgdorf [TUNNEL 562 yards.].....	6 27	8 32	10 39	5 7	7 15	...	...	
18	11	3 10	2 15	1 55	4 90	3 45	2 45	Wynigen.....	6 39	8 47	10 50	5 19	7 30	...	...	
20½	13	3 55	2 50	1 80	5 65	4 0	2 85	Riedtwyl.....	6 48	8 57	...	5 28	7 40	...	...	
24½	15	4 15	2 90	2 10	6 60	4 65	3 30	**Herzogenbuchsee**.....arr.	6 57	9 8	11 4	5 37	7 51	...	...	
...	...	...	...	...	...	...	...	„ .....dep.	7 4	9†19	11 9	5 42	7 59	...	...	
27½	17	4 65	3 25	2 35	7 40	5 20	3 70	Bützberg.....	7 13	...	...	5 51	...	...	...	
29½	18	4 95	3 45	2 50	7 85	5 50	3 95	Langenthal.....	7 20	9 39	11 21	5 58	8 17	...	...	
33½	21	5 65	3 95	2 85	9 0	6 30	4 50	Murgenthal.....	7 33	9 57	...	6 11	8 31	...	...	
37	23	6 25	4 40	3 15	10 0	7 0	5 0	Niederwyl.....	7 43	10 13	...	6 21	8 42	...	...	
39	24	6 60	4 65	3 30	10 55	7 40	5 30	Aarburg.....	7 51	10 21	11 43	6 29	8 51	...	...	
41	25½	7 5	4 95	3 55	11 20	7 90	5 65	**Olten** (Refreshment Room.).....arr.	7 58	10 30	11 50	6 36	8 59	...	...	
									a m.	Stop	p.m.	p.m.				
68½	42½	12 5	8 50	6 10	19 20	13 55	9 65	LUCERNE..... arr.	11 2		1 51	9 2	...	...	...	...
55	34	11 10	7 80	5 60	17 65	12 45	8 90	BALE..... „	9 55	...	1 30	8 40	...	...	...	...
									a.m.		p.m.	p.m.	p.m.			
49½	30½	8 45	5 95	4 25	13 45	9 50	6 75	AARAU [TUNNEL]..... „	8 41	...	12 30	7 21	9 20	...	...	...
									a.m.		p.m.	p.m.				
89½	55½	13 75	9 65	6 90	22 0	15 45	11 5	ZURICH..... „	10 23	...	1 53	9 0	...	...	...	...
									p.m.		p.m.	a.m				
109½	68	19 75	13 80	9 85	31 60	22 10	15 80	SCHAFFHAUSEN..... „	4 40	...	4 40	10 0	...	...	...	...
111	69	22 50	15 75	11 25	36 0	25 20	18 0	ROMANSHORN..... „	12 45	...	5 16	8 45	...	...	...	...

* 1 & 2 Express. † Goods Train, with 2nd and 3rd class passengers.

¶ The Swiss franc is equal to 100 centimes or 9½d.

Remarks.—The Booking-offices close five minutes before the departure of the Trains.

Central Swiss Railway.—OLTEN AND EMMENBRUCKE TO LUCERNE.—Schweizerische Centralbahn.

[18-10

Eng. Miles	Single Fares. 1st class	2nd class	3rd class	Return Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4	5	6	7	8
Dis	fr c	fr. c	fr c	fr. c	fr. c	fr c									
123½	17 65	12 45	10 0	31 60	22 40	17 5			p m	a.m	p m				
106½	14 90	10 55	8 65	27 20	19 35	14 85	Romanshorn... .....dep	...	5 33	5 20	2 0	...	...	...	...
							Schaffhausen..... „	...	6 8	7 25	10 15	a m.	...	...	...
71½	8 90	6 3'	8 65	17 60	12 60	10 10			a m	a m	p m.				
							Zurich ..... „	...	5 50	10 5	4 30	...	...	...	...
39	7 20	5 10	5 65	11 50	8 10	5 75			a m	a m	p m.				
							Aarau (Tunnel)..... „	...	7 38	11 26	6 14	...	...	...	...
55½	9 85	6 95	5 0	15 75	11 5	7 90			a.m.	a.m	p m.				
68½	12 5	8 50	6 10	19 20	13 55	9 65	Bale ..... „	...	6 20	10 25	4 50	...	...	...	...
52½	9 40	6 65	4 75	15 0	10 60	7 55	Berne ... . „	...	5 40	10 5	4 20	...	...	...	...
67	11 85	8 40	6 0	18 90	13 35	9 50	Solothurn ..... „	...	6 23	10 37	5 8	...	...	...	...
							Biel ..... „	...	5 40	10 0	4 25	...	...	...	...
160	28 25	21 90	14 55	...	...	...			p m.	p m	a.m.				
							Geneva ..... „	...	6 0	2 0	8 15	...	...	...	...
131	23 3	18 45	12 15	...	...	...			p m.	p m.	a.m.				
							Lausanne ..... „	...	8 0	4 0	9 40	...	...	...	...
87½	15 80	12 10	8 10	...	...	...			a m	a m.	p m.				
							Neuenburg ..... „	...	1 30	7 15	1 45	...	...	...	...
2	0 40	0 30	0 20	0 65	0 45	0 35	**Olten** .....dep.	a m	a m	p.m.	p m.				
5	0 85	0 60	0 45	1 40	0 95	0 70	Aarburg (Tunnel)	6 31	8 32	12 18	7 9		...	...	...
8	1 40	1 0	0 70	2 25	1 60	1 15	Zofingen	6 42	8 54	12 27	7 21		...	...	...
10	1 70	1 20	0 85	2 75	1 95	1 40	Reiden	6 54	9 12	...	7 32		...	...	...
11½	2 0	1 40	1 0	3 20	2 25	1 60	Dagmersellen	7 1	9 19	12 41	7 39		...	...	...
14½	2 45	1 75	1 25	3 95	2 75	2 0	Nebikon	7 8	9 30	12 47	7 46		...	...	...
16	3 10	2 20	1 55	5 0	3 50	2 50	Wauwyl	7 18	9 44	...	7 55		...	...	...
21	3 60	2 55	1 80	5 80	4 5	2 90	Sursee	7 32	10 2	1 5	8 8		...	...	...
24½	4 15	2 95	2 10	6 65	4 65	3 35	Nottwyl	7 43	10 13	..	8 18		...	...	...
29½	4 75	3 35	2 40	7 60	5 35	3 80	Sempach	7 54	10 26	1 23	8 29		...	...	...
31	5 30	3 75	2 70	8 60	6 0	4 30	Rothenburg	8 7	10 39	...	8 41		...	...	...
33½	5 80	4 10	2 95	9 30	6 30	4 65	Emmenbrucke	8 21	10 53	...	8 54		...	...	...
							Lucerne [Tunnel 350 yards] ... ... arr.	8 30	1' 2	1 51	9 2		...	...	...

* 1 & 2 Express.

LUCERNE AND EMMENBRUCKE TO OLTEN.

Eng. Miles	Single Fares. 1st class	2nd class	3rd class	Return Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4	5	6	7	8
Dis.	fr e.	fr. o	fr. c.	fr. c.	fr. c.	fr. e									
...	0 45	0 35	0 25	0 70	0 50	0 35	**Lucerne** [Tunnel 350 yards.] ....dep	a.m.	a.m	p m	p.m.				
3	1 0	0 70	0 50	1 60	1 15	0 80	Emmenbrucke	5 50	10*0	3 50	6 21		...	...	...
6½	1 65	1 20	0 85	2 65	1 85	1 25	Rothenburg	5 59	...	4 0	6 31		...	...	...
10	2 20	1 60	1 15	3 50	2 50	1 75	Sempach	6 13	...	4 17	6 44		...	...	...
12½	2 70	1 95	1 40	4 30	3 5	2 15	Nottwyl	6 24	10 27	4 30	7 0		...	...	...
16½	3 35	2 40	1 70	5 35	3 75	2 70	Sursee	6 35	...	4 41	7 11		...	...	...
19½	3 80	2 70	1 95	6 10	4 25	3 5	Wauwyl	6 46	10 45	4 56	7 23		...	...	...
21	4 10	2 95	2 5	6 55	4 60	3 30	Nebikon.....	6 58	...	5 13	7 36		...	...	...
23	4 40	3 15	2 25	7 5	4 95	3 55	Dagmersellen	7 7	11 3	5 24	7 45		...	...	...
26	4 95	3 50	2 50	7 90	5 55	3 95	Reiden	7 14	11 9	5 31	7 52		...	...	...
29½	5 40	3 85	2 75	8 65	6 10	4 35	Zofingen	7 21	...	5 42	7 59		...	...	...
31	5 80	4 10	2 95	9 30	6 50	4 65	Aarburg (Tunnel)	7 33	11 21	6 3	8 12		...	...	...
							Olten .....arr	7 44	11 32	6 17	8 23		...	...	...
								7 51	11 39	6 25	8 31		...	...	...
39	7 20	5 10	3 65	11 50	8 10	5 75		a m.	p m.	p m.	p.m.				
							Aarau (Tunnel) ..... arr	8 41	12 30	7 21	9 58		...	...	...
55½	9 85	6 95	5 0	15 75	11 5	7 90		a.m.	p. m.	p m.					
68½	12 5	8 50	6 10	19 20	13 55	9 65	Bale ..... „	9 55	1 30	8 40	...		...	...	...
71½	8 90	6 35	5 65	17 60	12 60	10 10	Berne ..... „	10 43	2 1	9 27	...		...	...	...
							Zurich ..... „	10 23	1 53	9 0	...		...	...	...
106½	14 90	10 55	8 65	27 20	19 35	14 85		p m.	p.m	a.m.					
123½	17 65	12 45	10 0	31 60	22 40	17 5	Schaffhausen..... „	4 40	4 40	10 0	...		...	...	...
							Romanshorn..... „	12 45	5 16	8 45	...		...	...	...
52½	9 40	6 65	4 75	15 0	10 60	7 55		a.m.	p.m.	p.m.					
67	11 85	8 40	6 0	18 0	13 35	9 50	Solothurn ..... „	9 59	1 25	8 39	...		...	...	...
							Biel ..... „	10 46	2 0	9 19	...		...	...	...
87½	15 80	12 10	8 10	...	...	...		p.m.	p.m.	a.m.					
131	23 35	18 45	12 15	...	...	...	Neuenburg ..... „	1 30	4 45	12 30	...		...	...	...
160	28 25	21 90	14 55	...	...	...	Lausanne ..... „	7 6	11†40	8 50	...		...	...	...
							Geneva ..... „	9 7	1 40	10 50	...		...	...	...

† Next Morning.

* 1 & 2 Express.

Remarks.—The Booking Offices close 5 minutes before the departure of the Trains.

Central Swiss Railway.—BALE TO OLTEN AND AARAU.—Schweizerische Centralbahn.

[18-10

Eng. Miles.	Single Fares. 1st class	2nd class	3rd class	Return Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	*3	4	5	6	7	8
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		
—	—	—	—	—	—	—	**Bale** ..... dep.	6 20	8 10	10 25	2 20	4 50	7 30	...	...
2¼	0 50	0 35	0 25	0 80	0 55	0 40	Muttenz	6 30	8 23	...	2 33	5 0	7 40	...	...
4½	0 85	0 60	0 45	1 35	0 95	0 70	Pratteln	6 37	8 35	...	2 43	5 7	7 47	...	...
7	1 25	0 85	0 65	2 0	1 35	1 0	N. Schönthal	6 45	8 49	...	2 55	5 15	7 55	...	...
8¼	1 50	1 5	0 75	2 40	1 65	1 20	Liestal	6 53	8 59	10 48	3 4	5 23	8 3	...	..
10	1 75	1 25	0 99	2 80	2 0	1 45	Lausen	7 0	9 11	...	3 14	5 30	8 10	...	...
12½	2 20	1 55	1 10	3 50	2 45	1 75	Sissach	7 12	9 22	11 0	3 25	5 42	8 22	...	...
15	2 60	1 85	1 30	4 15	2 95	2 10	Sommerau (2 Tunnels)	7 23	Stop	...	Stop	5 53	8 33	...	...
18½	3 20	2 25	1 60	5 10	3 60	2 55	Laufelfingen (Tunnel 2697 yards)	7 40		11 23		6 10	8 50	...	...
23	4 5	2 85	2 5	6 45	4 55	3 25	**Olten** ..... arr.	7 58		11 41		6 28	9 8	...	...
								a.m.		p.m.		p.m.			
55½	9 85	6 95	5 0	15 75	11 5	7 90	LUCERNE ..... arr.	11 2	...	1 51	...	9 2	...		...
65	11 10	7 80	5 60	17 65	12 45	8 90	BERN ..... ,,	10 43	...	2 1	...	9 27	...		...
49½	8 45	5 95	4 25	13 45	9 50	6 80	SOLOTHURN ..... ,,	9 59	...	1 25	...	8 39	...		...
63½	10 90	7 70	5 50	17 35	12 25	8 75	BIEL ..... ,,	10 46	...	2 0	...	9 19	...		...
								p.m		p.m		a.m.			
85	14 80	11 40	7 60	...	...	...	NEUENBURG ..... ,,	1 30	...	4 45	...	12 30	...		...
								p.m.		a.m.		a.m.			
127½	22 35	17 75	11 65	...	...	...	LAUSANNE ..... ,,	7 6	...	11 40	...	8 50	...		...
								p.m.		p.m.		a.m.			
156½	27 25	21 20	14 5	...	...	...	GENEVA ..... ,,	9 7	...	1 40	...	10 50	...		...
								a.m.		p.m.		p.m.	p.m		
...	...	...	...	...	...	...	**Olten** ..... dep.	8 15	...	12 8	...	6 55	9 20	...	...
28	4 70	3 35	2 40	7 50	5 30	3 80	Danikon	8 27	...	...	...	7 7	...	...	...
29½	4 95	3 50	2 50	7 90	5 60	4 0	Schönenwerth	8 33	...	12 23	...	7 13	9 43	...	...
32½	5 45	3 85	2 75	8 70	6 15	4 40	**Aarau** (Tunnel 500 yards) ..... arr.	8 41	...	12 30	...	7 21	9 56	...	...
								a.m.		p.m.		p.m.			
63½	10 75	7 55	5 40	17 20	12 10	8 65	ZURICH ..... arr.	10 23	...	1 53	...	9 0	...	...	...
								p.m.		p.m.		a.m.			
99½	11 70	8 35	6 70	23 40	16 70	13 40	SCHAFFHAUSEN ..... ,,	4 40	...	4 40	...	10 0	...	...	...
116	19 50	13 65	9 75	31 20	21 85	15 60	ROMANSHORN ..... ,,	12 45	...	5 16	...	8 45	...	...	...

AARAU AND OLTEN TO BALE.

Eng. Miles.	Single Fares. 1st class	2nd class	3rd class	Return Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4	5	6	7	8
Dis.	fr. c.	fr. c.	fr. c	fr. c.	fr. c.	fr. c									
116	19 50	13 65	9 75	31 20	21 85	15 60	Fares to Bale. ROMANSHORN ..... dep.	...	p.m. 5 32	a.m. ...	a.m 5 20	a.m. ...	p.m. 2 0	...	...
99½	11 70	8 35	6 70	23 40	16 70	13 40	SCHAFFHAUSEN ..... ,,	...	6 8	...	7 25	...	10 15	a.m.	...
								...	a.m.		a. m.		p.m.		
63½	10 7[illegible]	[illegible] 55	5 40	17 20	12 10	8 65	ZURICH ..... ,,	...	5 50	...	10 5	...	4 30	...	...
		Fare	s fro	m A	arau										
—	—	—	—	—	—	—	**Aarau** (Tunnel 500 yards) ..... dep.	5 0	a.m. 7 38	...	a.m. 11*26	...	p.m. 6 14	...	...
3½	0 50	0 35	0 25	0 80	0 60	0 40	Schönenwerth	5 13	7 46	...	11 34	...	6 22	...	...
5½	0 75	0 55	0 40	1 20	0 85	0 60	Danikon	...	7 52	...	...	...	6 28	...	...
8	1 40	1 0	0 70	2 25	1 60	1 15	**Olten** ..... arr.	5 36	8 3	...	11 48	...	6 39	...	...
									p.m.		p.m.		a.m.		
156½	27 45	21 50	14 45	...	...	...	Fares to Bale. GENEVA ..... dep.	...	6 0	...	2 0	...	8 15		...
									p m.		p.m.		a.m.		
127½	22 55	18 5	12 5	...	...	...	LAUSANNE ..... ,,	...	8 0	...	4 0	...	9 40		...
									a.m		p. m.		p. m.		
85	15 0	11 70	8 0	...	...	...	NEUENBURG ..... ,,	...	1 30	...	7 15	...	1 45		...
									a.m.		a.m.		p.m.		
63½	10 90	7 70	5 50	17 35	12 25	8 75	BIEL ..... ,,	...	5 46	...	10 0	...	4 25		...
49½	8 45	5 95	4 25	13 45	9 50	6 80	SOLOTHURN ..... ,,	...	6 28	...	10 37	...	5 8		...
65	11 10	7 80	5 60	17 65	12 45	8 90	BERN ..... ,,	...	5 40	...	10 5	...	4 20		...
56½	9 40	6 60	4 75	15 5	10 55	7 55	LUCERNE ..... ,,	...	5 50	...	10 0	...	3 59		...
		Fare	s fro	m A	arau										
...	...	...	...	...	...	...	**Olten** (Tunnel 2697 yards) ..... dep.	6 10	a.m. 8 20	a.m. ...	p.m. 12 12	p. m. ...	p.m. 7 5	...	...
12½	2 20	1 65	1 15	3 65	2 60	1 85	Laufelfingen	6 36	8 43	...	12 34	...	7 28	...	...
16	2 90	2 5	1 45	4 60	3 25	2 35	Sommerau (2 Tunnels)	6 50	8 56	...	...	...	7 41	...	...
18½	3 35	2 35	1 70	5 30	3 75	2 70	Sissach	7 3	9 8	11 55	12 57	6 4	7 53	...	...
30½	2 70	2 60	1 85	5 20	4 20	2 0	Lausen	7 11	9 16	12 6	...	6 17	8 1	...	...
23½	4 0	2 85	2 0	6 40	4 50	3 25	Liestal	7 20	9 25	12 17	1 8	6 29	8 10	...	...
26	4 25	3 0	2 15	6 75	4 75	3 40	N. Schönthal	7 26	9 31	12 24	...	6 35	8 16	...	...
28½	4 65	3 30	2 35	7 40	5 25	3 75	Pratteln	7 34	9 39	12 35	...	6 51	8 24	...	...
29½	5 0	3 50	2 50	7 95	5 60	4 0	Muttenz	7 41	9 46	12 44	...	7 0	8 31	...	...
32½	5 45	3 85	2 75	8 70	6 15	4 40	**Bale** ..... arr.	7 50	9 55	12 55	1 30	7 11	8 40	...	...

Remarks.—The Booking Offices close 5 minutes before the departure of the Trains.

1 and 2 Express.

*1 and 2 Express.

Central Swiss Railway.—HERZOGENBUCHSEE and BIEL.—Schweizerische Centralbahn.

Eng. Miles.	Single Fares. 1st class	2nd class	3rd class	Return Fares. 1st class	2nd class	3rd class	Stations.	1	2	3	4	5	6
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	a.m.	p.m.	p.m.	
132	22 25	15 60	11 15	35 60	25 0	17 85	Fares to Biel. ROMANSHORN ..... dep.	...	5 32	5 20	...	2 0	-
116	19 59	13 65	9 75	31 20	21 85	15 60	SCHAFFHAUSEN ..... ,,	...	6 8	7 25	...	10 15	a.m.
								a.m.	a.m.			p.m.	
80	13 59	9 50	6 80	21 60	15 30	10 90	ZURICH ..... ,,	...	5 50	10 5	...	4 30	...
								a.m.	a.m.			p.m.	
48¼	8 25	5 85	4 15	13 15	9 30	6 60	AARAU [Tunnel 500 yards.] ..... ,,	...	7 38	11 26	...	6 14	...
								a.m.	a.m.			p.m.	
63½	10 90	7 70	5 50	17 35	12 25	8 75	BALE ..... ,,	...	6 20	10 25	...	4 50	...
67	11 85	8 40	6 0	18 90	13 35	9 50	LUCERNE ..... ,,	...	5 50	10 0	...	6 21	...
								a.m.	a.m.			p.m.	
47¾	5 65	4 30	3 80	11 60	8 60	6 45	BERN ..... ,,	...	5 40	10 5	...	4 20	...
								a.m.	a.m.	p.m.	p.m.	p.m.	
—	—	—	—	—	—	—	**Herzogenbuchsee** ..... dep.	7 10	9 26	*1 3	†3 0	8 10	...
1½	0 25	0 25	0 20	0 50	0 35	0 25	Inkwyl	7 17	9 34	...	3 11	8 17	...
4½	0 85	0 60	0 45	1 30	0 95	0 65	Subigen	7 26	9 44	...	3 30	8 26	...
8½	1 50	1 5	0 75	2 40	1 70	1 20	**Solothurn**	7 39	9 59	1 25	4 10	8 39	...
12½	2 15	1 50	1 10	3 40	2 40	1 70	Selzach	7 49	10 11	...	4 27	8 49	...
15	2 60	1 85	1 30	4 15	2 95	2 10	Grenchen	7 58	10 21	1 41	4 50	8 58	...
18	3 10	2 20	1 55	4 95	3 50	2 50	Pieterlen	8 7	10 31	...	5 8	9 7	...
23	3 95	2 80	2 0	6 30	4 45	3 15	**Biel** ..... arr.	8 19	10 46	2 0	5 32	9 19	...
									p.m.	p.m.		a.m.	
20½	3 80	3 70	2 10	...	...	...	Fares from Biel. NEUENBURG ..... arr.	...	1 30	4 45	...	12 30	...
									p m.	a.m.		a m	
63½	11 35	10 5	6 5	...	...	...	LAUSANNE ..... ,,	...	7 6	11 40	...	8 50	...
									p.m.	p m.		a.m	
93	16 25	13 50	8 55	...	...	...	GENEVA ..... ,,	...	9 7	1 40	...	10 50	...

[18-10.

† Goods Train, with 2nd and 3rd class passengers.
* 1 & 2 Express.

Eng. Miles.	Single Fares. 1st class	2nd class	3rd class	Return Fares. 1st class	2nd class	3rd class	Stations.	1	2	3	4	5	6
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		p.m.	a. m.	p. m.	a.m.	a.m.	
93	16 15	13 50	8 55	...	...	...	Fares to Biel. GENEVA ..... dep	6 0	...	2 0	...	8 15	...
63½	11 35	10 5	6 15	...	...	...	LAUSANNE ..... ,,	8 0	...	4 0	...	9 40	...
								a.m		a,m.		p.m.	
20½	3 80	3 70	2 10	...	...	...	NEUENBURG ..... ,,	1 30	...	7 15	...	1 45	...
								a.m	a. m.	p.m.	a.m	p.m.	
—	—	—	—	—	—	—	**Biel** ..... dep.	5 40	†5 45	*10 0	11 30	4 25	...
5	0 85	0 60	0 45	1 35	0 95	0 70	Pieterlen	5 53	6 12	...	11 46	4 38	...
7½	1 35	0 95	0 70	2 15	1 55	1 10	Grenchen	6 2	6 31	10 20	11 57	4 47	...
10½	1 85	1 30	0 95	2 90	2 5	1 45	Selzach	6 11	6 45	...	12 7	4 56	..
14½	2 5	1 75	1 25	3 90	2 75	1 95	**Solothurn**	6 23	7 36	10 37	12 21	5 8	...
18½	3 5	2 20	1 60	5 0	3 50	2 50	Subigen	6 34	7 58	...	12 34	5 19	...
21	3 65	2 55	1 85	5 80	4 10	2 90	Inkwyl	6 43	8 14	...	12 45	5 28	...
23	3 95	2 80	2 0	6 30	4 45	3 15	**Herzogenbuchsee** ..... arr.	6 49	8 24	10 57	12 52	5 34	...
								a.m		p.m.		p.m.	
47¾	5 65	4 30	3 80	11 30	8 60	6 45	BERN ..... arr.	10 43	...	2 1	...	9 27	...
								a.m.		p.m.		p.m.	
67	11 35	8 40	6 0	18 90	13 35	9 50	LUCERNE ..... ,,	11 2	...	1 51	...	9 2	...
63½	10 90	7 70	5 50	17 35	12 25	8 75	BALE ..... ,,	9 55	...	1 30	...	8 40	...
								a.m.		p.m.		p.m.	
48¼	8 25	5 85	4 15	13 15	9 30	6 60	AARAU [Tunnel 500 yards] ..... ,,	8 41	...	12 30	...	7 21	...
								a.m.		p.m.		p.m.	
80	13 50	9 50	6 80	21 60	15 60	10 90	ZURICH ..... ,,	10 23	...	1 53	...	9 0	...
								p.m.		p.m.		a.m	
116	19 50	13 65	9 75	31 20	21 85	15 60	SCHAFFHAUSEN ..... ,,	4 40	...	4 40	...	10 0	...
132	22 25	15 60	11 15	35 60	25 0	17 85	ROMANSHORN ..... ,,	12 45	...	5 16	...	8 45	...

† Goods Train, with 2nd and 3rd class passengers.
* 1 & 2 Express.

The Booking Offices close five minutes before the departure of the Trains.

West Swiss Railway.—VILLENEUVE and BEX.—Chemins de Fer de l'Ouest Suisse. [0640.

Eng. Miles.	¶ Single Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	1	2	3	4	5	Eng. Miles.	Stations.	1	2	3	4	5
					a.m.	a.m.	p.m.	p.m.	p.m.	Dis.		a.m.	a.m.	a.m.	p.m.	p.m.
Dis.	fr. c.	fr. c.	fr. c.													
3	0 50	0 40	0 25	Villeneuve ...dep.	6 30	9 0	12 30	3 15	7 20	—	Bex .....dep.	5 30	8 0	11 0	4 15	6 30
6½	1 15	0 90	0 55	Roche	6 36	9 8	12 38	3 23	7 28	2	St. Triphon	5 37	8 8	11 8	4 23	6 37
8½	1 35	1 10	0 80	Aigle	6 49	9 19	12 49	3 34	7 39	4½	Aigle	5 47	8 19	11 19	4 34	6 47
8½	1 35	1 10	0 80	St. Triphon.....	6 57	9 27	12 57	3 42	7 47	8½	Roche	5 54	8 27	11 27	4 42	6 54
11½	1 90	1 30	0 95	Bex..... arr.	7 4	9 34	1 4	3 49	7 54	11½	Villeneuve arr.	6 0	8 34	11 34	4 49	7 0

¶ The Swiss franc is equal to 100 centimes, or 9½d.

Notes.—The trains on this line run in connection with steamers to and from Vevay, Lausanne and Morges.

United Swiss Railways.—CHUR, SARGANS, MURG, WEESEN, and WALLISELLEN.—Vereinigte Schweizerbahnen.

Eng. Mls.	¶ Sing. Fare. 1 cl.	2 cl.	3 cl.	Ret. Tickets 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5
Dis	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.
—	—	—	—	—	—	—	**Chur** ....dep.	...	5 30	8 30	...	4 10
...	1 0	0 70	0 50	1 60	1 10	0 80	Zizers	...	5 44	9 47	...	4 26
...	1 50	1 5	0 75	2 40	1 70	1 20	Landquart	...	5 52	9 0	...	4 36
...	2 0	1 40	1 0	3 20	2 25	1 60	Maienfeld		6 0	9 11	...	4 46
...	2 30	1 60	1 15	3 60	2 55	1 80	Ragatz....	..	6 7	9 19	...	4 52
...	2 80	1 95	1 40	4 40	3 10	2 20	**Sargans**....arr	...	6 15	8 29	...	5 0
...	...	...	...	...	...	...	,, ...dep.	...	6 40	10 15	...	5 5
...	3 20	2 20	1 60	5 0	3 55	2 50	Mels	...	6 52	10 28	...	5 11
...	3 90	2 75	1 95	6 20	4 40	3 10	Flums	...	7 8	10 46	...	5 22
...	4 30	3 0	2 15	6 80	4 80	3 40	**Wallenstadt**	...	7 20	11 0	...	5 30
...	4 80	3 35	2 40	7 60	5 35	3 80	Unterterzen	...	7 34	11 14	...	5 39
...	5 0	3 5	2 50	8 0	5 60	4 0	**Murg**...	...	7 45	11 25	...	5 46
...	5 40	3 80	2 70	8 60	6 5	4 30	Mühlehorn	...	7 56	11 36	...	5 53
...	6 20	4 30	3 10	9 80	6 85	4 90	**Weesen** ....arr.	p.m.	8 15	11 55	p.m.	6 5
—	—	—	—	—	—	—	**Glarus** ....dep.	5 45	7 45	11 35	1 35	5 30
...	0 40	0 30	0 20	0 60	0 45	0 30	Netstall	5 42	7 53	11 42	1 42	5 38
...	0 90	0 65	0 45	1 10	1 0	0 70	Näfels	6 1	8 3	11 52	1 52	5 48
...	1 30	0 90	0 65	2 0	1 40	1 0	**Weesen** ....arr	6 10	8 12	12 0	2 0	5 58
...	...	...	...	...	...	...	**Weesen** ....dep.	6 15	8 35	12 15	...	6 10
...	6 40	4 50	3 20	10 20	7 15	5 10	Ziegelbrucke	6 22	8 48	12 26	...	6 15
...	6 80	4 75	3 40	10 80	7 60	5 40	Schänis	6 29	8 58	12 38	...	6 21
...	7 40	5 20	3 70	11 80	8 30	5 90	Kaltbrunn	6 40	9 13	12 54	...	6 31
...	7 80	5 45	3 90	12 40	8 70	6 20	Utznach	6 48	9 28	1 8	...	6 37
...	8 0	5 60	4 0	12 80	8 95	6 40	Schmerikon	6 54	9 39	1 17	...	6 42
...	9 0	6 30	4 50	14 40	10 10	7 20	**Rapperschwyl [2]**....arr.	7 10	10 0	1 37	...	6 55
...	...	...	...	...	...	...	,, ...dep.	7 25	10 20	2 0	...	7 5
...	9 80	6 85	4 90	15 60	10 95	7 80	Rutl	7 43	10 38	2 20	...	7 17
...	10 0	7 0	5 0	16 0	11 20	8 0	Bubikon	7 53	11 49	2 32	...	7 23
...	10 70	7 45	5 35	17 0	11 90	8 50	Wetzikon	8 9	11 5	2 49	...	7 34
...	10 90	7 65	5 45	17 40	12 20	8 70	Aathal	8 17	11 13	2 59	...	...
...	11 40	8 0	5 70	18 20	12 75	9 10	**Uster**	8 35	11 30	3 15	...	7 47
...	11 70	8 15	5 85	18 60	13 5	9 30	Nänikon	8 43	11 38	3 22	...	...
...	12 0	8 40	6 0	19 20	13 45	9 60	Schwerzenbach	8 51	11 46	3 28	...	7 58
...	12 50	8 69	6 15	19 60	13 75	9 80	Dubendorf	8 59	11 54	3 35	...	8 4
...	12 70	8 85	6 35	20 20	14 15	10 10	**Wallisellen** ....arr.	9 8	12 0	3 40	...	8 10

Eng. Mls.	Sing. Fare. 1 cl.	2 cl.	3 cl.	Ret. Tickets. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	a.m.	p.m.	p.m.
—	—	—	—	—	—	—	**Wallisellen** ....dep.	6 20	...	11 0	2 45	6 35
...	0 40	0 30	0 20	0 60	0 45	0 30	Dubendort	6 26	...	11 8	2 53	6 42
...	0 70	0 45	0 35	1 0	0 70	0 50	Schwertzenbuch	6 32	...	11 16	3 1	6 49
...	1 0	0 70	0 50	1 60	1 10	0 80	Nänikon	...	...	11 24	3 9	6 56
...	1 30	0 90	0 65	2 0	1 40	1 0	**Uster**	6 45	...	11 38	3 22	7 8
...	1 80	1 25	0 90	2 80	2 0	1 40	Aathal	...	...	11 50	3 34	7 20
...	2 0	1 40	1 0	3 20	2 25	1 60	Wetzikon	7 2	...	12 0	3 45	7 32
...	2 70	1 85	1 35	4 20	2 95	2 10	Bubikon	7 12	...	12 14	3 59	7 44
...	2 90	2 5	1 45	4 60	3 25	2 30	Rutl	7 17	..	12 21	4 7	7 51
...	3 70	2 55	1 85	5 80	4 10	2 90	**Rapperschwyl [2]** ...arr.	7 25	...	12 30	4 20	8 0
...	...	...	...	...	...	...	,, ...dep.	7 35	...	12 53	4 40	8 15
...	4 70	3 25	2 35	7 40	5 20	3 70	Schmerikon	7 50	...	1 15	5 2	8 31
...	5 0	3 50	2 50	8 0	5 60	4 0	Utznach	7 57	...	1 24	5 14	8 38
...	5 30	3 70	2 65	8 40	5 90	4 20	Kaltbrunn	8 3	...	1 32	5 24	8 45
...	5 90	4 15	2 95	9 40	6 60	4 70	Schänis	8 14	...	1 47	5 44	8 56
...	6 30	4 40	3 15	10 0	7 0	5 0	Ziegelbrucke	8 21	...	1 57	5 55	9 3
...	6 50	4 55	3 25	10 40	7 30	5 20	**Weesen** ....arr,	8 25	p.m.	2 5	6 5	9 8
...	...	...	...	...	...	...	**Weesen** ....dep.	8 30	12 20	2 25	6 25	9 12
...	7 0	4 90	3 50	11 20	7 85	5 60	Näfels	8 47	12 33	2 38	6 35	9 21
...	7 40	5 20	3 70	11 80	8 30	5 90	Netstall	8 57	12 44	2 50	6 45	9 30
...	7 80	5 45	3 90	12 40	8 70	6 20	**Glarus** ....arr.	9 5	12 52	2 58	6 52	9 35
...	...	...	...	...	...	...	**Weesen** ....dep.	8 30	Stop	2 15	6 20	Stop
...	7 30	5 10	3 65	11 60	8 15	5 80	Mühlhorn	8 43		2 33	6 38	
...	7 70	5 35	3 85	12 20	8 55	6 10	**Murg**	8 50	...	2 45	6 50	...
...	7 90	5 55	3 95	12 60	8 85	6 30	Unterterzen	8 57	...	2 55	7 0	...
...	8 50	5 85	4 25	13 60	9 50	6 80	**Wallenstadt**	9 8	...	3 10	7 16	...
...	8 80	6 15	4 40	14 0	9 85	7 0	**Flums**	9 14	...	3 23	7 27	...
...	9 50	6 65	4 75	15 20	10 65	7 60	**Mels**	5 29	...	3 45	7 49	...
...	9 90	6 95	4 95	15 80	11 10	7 90	**Sargans** ....arr.	9 35	...	3 55	8 0	...
...	...	...	...	...	...	...	,, ...dep.	9 49	...	4 5	8 43	...
...	10 50	7 35	5 25	16 80	11 75	8 40	**Ragatz**....	9 50	...	4 17	8 54	...
...	10 70	7 45	5 35	17 0	11 90	8 50	**Maienfeld**	9 57	...	4 25	9 0	...
...	11 20	7 80	5 60	17 80	12 45	8 90	**Landquart**	10 6	...	4 37	9 10	...
...	11 70	8 15	5 85	18 60	13 5	9 30	**Zizers**	10 14	...	4 49	9 20	...
...	12 70	8 85	6 35	20 20	14 15	10 10	**Chur** ....arr.	10 30	...	5 10	9 25	...

¶ The Swiss franc is equal to 100 centimes, or 9½d.

[2] Steamers run between Rapperschwyl and Zurich, in connection with the trains

LOCLE and CHAUXDEFONDS.

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5
Dis	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Locle** ....dep.	9 15	11 30	2 0	5 0	7 0
...	0 80	0 60	0 45	**Chauxdefonds** ....arr.	9 25	11 47	2 17	5 17	7 15
—	—	—	—	**Chauxdefonds** ....dep.	8 40	10 30	1 30	4 0	...
...	0 80	0 60	0 45	**Locle** ....arr.	8 55	10 45	1 45	4 15	...

United Swiss Railways.—WINTERTHUR, ST. GALL, RORSCHACH, SARGANS, and CHUR.
Vereinigte Schweizerbahnen.

(17-10

Ordinary Fares. | **Return Tickets.**

Dis.	1 cl. fr. c.	2 cl. fr. c.	3 cl. fr. c.	1 cl. fr. c.	2 cl. fr. c.	3 cl. fr. c.
—	—	—	—	—	—	—
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
From Winterthur						
—	—	—	—	—	—	—
...	0 80	0 55	0 45	1 20	0 90	0 65
...	1 40	1 0	0 70	2 30	1 60	1 15
...	1 80	1 25	0 90	2 90	2 0	1 45
...	2 30	1 60	1 15	3 70	2 55	1 85
...	2 60	1 85	1 30	4 20	2 95	2 10
...	3 0	2 15	1 50	4 80	3 45	2 40
...	3 40	2 40	1 70	5 20	3 65	2 60
...	4 0	2 85	2 0	6 20	4 35	3 10
...	4 60	3 25	2 30	7 20	5 5	3 60
...	5 10	3 60	2 55	8 0	5 60	4 0
...	5 50	3 90	2 75	8 60	6 5	4 30
...	5 80	4 5	2 90	9 0	6 70	4 50
...	6 10	4 30	3 5	9 60	6 75	4 80
...	...	...	...	...	...	...
...	6 40	4 50	3 20	10 0	7 0	5 0
...	7 0	4 95	3 50	10 60	7 50	5 30
...	7 90	5 55	3 95	11 60	8 25	5 80
...	...	...	...	...	...	...
...	8 30	5 80	4 15	12 20	8 70	6 10
...	8 90	6 25	4 45	13 0	9 25	6 50
...	9 30	6 50	4 65	13 80	9 55	6 90
...	9 50	6 65	4 75	14 40	9 90	7 20
...	9 90	6 95	4 95	15 0	10 35	7 50
...	10 30	7 20	5 15	15 80	10 80	7 90
...	10 50	7 35	5 25	16 20	11 10	8 10
...	11 20	7 80	5 60	17 40	11 90	8 70
...	11 80	8 25	5 90	18 80	12 95	9 40
...	12 30	8 60	6 15	19 60	13 75	9 80
...	12 80	8 95	6 40	20 40	14 30	10 20
...	13 30	9 30	6 65	21 20	14 90	10 60
...	13 60	9 65	6 90	22 0	15 45	11 0
...	14 40	10 10	7 20	23 0	16 15	11 50
...	14 90	10 45	7 45	23 80	16 70	11 90
...	...	...	...	...	...	...
...	15 50	10 85	7 75	24 80	17 40	12 40
...	15 80	11 5	7 90	25 20	17 65	12 60
...	16 20	11 30	8 10	25 80	18 5	12 90
...	16 70	11 65	8 35	26 60	18 65	13 30
...	17 70	12 35	8 85	28 20	19 75	14 10

Stations.	Trains. 1	2	3	4	5	6
	a.m.	a.m.	a.m.	a.m.	p m.	p.m.
SCHAFFHAUSEN (p. 153)...	...	...	...	10 15	...	6 5
ZURICH (page 153) ...dep.	...	6 0	...	10 40	2 25	6 0
WALLISELLEN (p. 153) „	...	6 17	...	10 52	2 42	6 25
	a.m.	a.m	a.m.	a.m.	a m.	p.m.
Winterthur .....dep	...	7 0	...	11 30	3 32	7 36
Rüterschen	...	7 13	...	11 41	...	7 49
Elgg	...	7 23.	...	11 52	3 51	7 59
Aadorf.....	...	7 33	...	12 2	3 59	8 9
Eschlikon	...	7 44	...	12 13	4 8	8 19
Sirnach	...	7 52	...	12 20	...	8 26
Wyl	...	8 8	...	12 35	4 26	8 42
Schwarzenbach	...	8 16	...	12 42	...	8 48
Utzwyl.....	...	8 32	...	12 56	4 42	9 0
Flawyl.....	...	8 47	...	1 10	4 54	9 13
Gossau.....	...	9 2	...	1 22	5 4	9 25
Winkeln	...	9 15	...	1 33	5 14	9 36
Bruggen	...	9 22	...	1 39	5 20	9 42
St. Gall.....arr.	a.m.	9 30	a.m.	1 47	5 28	9 50
„ .....dep.	6 30	9 45	11 45	2 5	5 38	Stop
St. Fiden	6 36	9 51	...	2 11	...	
Mörschwyl	6 48	10 2	12 0	2 20	5 52	
Rorschach (b).....arr.	7 4	10 13	12 15	2 37	6 8	...
„ .....dep	7 20	—	12 30	—	6 20	...
Staad	7 27	Stop	12 43	Stop	6 29	...
Rheineck	7 36	...	1 0	...	6 40	...
St. Margrethen	7 44	...	1 13	...	6 50	...
Au.....	7 51	...	1 25	...	7 0	...
Heerbrugg	7 58	...	1 37	...	7 6	...
Rebstein	8 6	...	1 49	...	7 12	...
Altstatten	8 17	...	2 8	...	7 23	...
Oberriet	8 27	...	2 22	...	7 33	...
Ruthi	8 35	...	2 34	...	7 41	...
Salez	8 44	...	2 47	...	7 50	...
Haag	8 52	...	2 59	...	7 58	...
Buchs	9 1	...	3 11	...	8 7	...
Sevelen	9 9	...	3 23	...	8 15	...
Trubbach	9 20	...	3 38	...	8 26	...
Sargans..... ..arr.	9 27	a.m.	3 48	...	8 33	...
„ .....dep	9 40	7 25	4 5	...	8 43	...
Ragatz.....	9 50	7 39	4 17	...	8 54	...
Maienfeld	9 57	7 47	4 25	...	9 0	...
Landquart	10 6	7 59	4 37	...	9 10	...
Zizers	10 14	8 10	4 49	...	9 20	...
Chur or Coire (a)...arr.	10 30	8 28	5 10	...	9 35	...

Dis.	Stations.	Trains. 1	2	3	4	5	6
		a.m	a.m.	a.m.	a.m	p. m.	p.m.
—	**Chur or Coire** (a)...dep.	...	5 50	...	8 30	1 50	4 10
...	Zizers	...	5 44	...	8 47	1 48	4 26
...	Landquart	...	5 52	...	9 0	1 59	4 36
...	Maienfeld	...	6 0	...	9 11	2 10	4 46
...	Ragatz.....	...	6 7	...	9 19	2 19	4 52
...	**Sargans**..... ... ... arr	...	6 15	...	9 29	2 30	5 0
...	„ .....dep.	...	6 20	...	9 45	Stop	5 20
...	Trubbach	...	6 27	...	9 54		5 27
...	Sevelen.....	...	6 38	...	10 6		5 38
...	Buchs	...	6 47	...	10 17	...	5 48
...	Haag	...	6 55	...	10 27	...	5 58
...	Salez	...	7 2	...	10 36	...	6 5
...	Ruthi	...	7 11	...	10 47	...	6 14
...	Oberriet	...	7 20	...	10 57	...	6 24
...	Altstatten	...	7 33	...	11 14	...	6 38
...	Rebstein	...	7 39	...	11 22	...	6 46
...	Heerbrugg	...	7 45	...	11 30	...	6 54
...	Au.....	...	7 52	...	11 39	...	7 2
...	St. Margrethen	...	7 59	...	11 47	...	7 11
...	**Rheineck**	...	8 8	...	11 59	...	7 24
...	Staad	...	8 16	...	...	...	7 35
...	**Rorschach** (b).....arr.	...	8 24	a.m.	12 15	p m.	7 45
...	„ ..... dep.	...	8 45	10 45	12 26	3 0	8 5
...	Mörschwyl	...	9 9	11 7	12 48	3 24	8 29
...	St. Fiden	...	...	11 25	...	3 38	...
...	**St. Gall**.....arr.	a.m.	9 27	11 30	1 10	3 43	8 50
...	„ .....dep.	6 0	9 55	—	1 20	5 0	Stop
...	Bruggen	6 10	10 5	Stop	1 27	5 8	
...	Winkeln	6 20	10 13		1 34	5 18	
...	Gossau.....	6 32	10 23	...	1 42	5 26	...
...	Flawyl.....	6 45	10 36	...	1 51	5 38	...
...	Utzwyl.....	6 59	10 47	...	2 5	5 50	...
...	Schwarzenbach	7 11	10 58	...	2 15	6 2	...
...	Wyl	7 28	11 12	...	2 29	6 16	...
...	Sirnach	7 36	11 20	...	2 36	6 27	...
...	Eschlikon	7 45	11 29	...	2 44	6 37	...
...	Aadorf.....	7 57	11 40	...	2 53	6 48	...
...	Elgg	8 8	11 51	...	2 59	6 58	...
...	Rüterschen	8 20	12 2	...	3 9	7 9	...
...	**Winterthur** ... .arr.	8 33	12 12	...	3 20	7 20	...
		a m.	p m.		p. m.	p.m	
...	WALLISELLEN (p. 153) ar.	9 14	12 54	...	3 50	8 9	...
...	ZURICH (p. 153) ..... „	9 30	1 10	...	4 6	8 25	...
...	SCHAFFHAUSEN (p. 153)	9 50	...	...	4 40	8 40	...

Remarks.—Luggage must be paid for. ✱(a) Connection by Diligence and Steamboat with Splugen, Milan, Arona, Genoa, and Turin.
(b) Steamers run from Rorschach to Friedrichshafen and Lindau in connection with the Wurtemburg and Bavarian Railways.
Extra Trains.—From St. Gall to Rorschach, at 7.50 a.m.; and from Rorschach to St. Gall, at 6.35 p.m.

ZURICH TO BADEN, WALDSHUT, BRUGG, AND AARAU.—Schweizerische Nordostbahn. [18-10

Dis.	Single Fare 1 Cl.	2 Cl.	3 Cl.	Return Tick. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. a.m.	a.m.	a.m.	a m.	p.m	p.m.	p.m.
							ST GALL (page 154)							
—	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	**Zurich** .....dep	5 50	6 27	...	10† 5	1 35	4 30	*7 40
2½	0 50	0 35	0 25	0 80	0 60	0 40	Altstetten	5 58	...	...	10 13	1 44	4 39	7 52
5	1 0	0 70	0 50	1 60	1 15	0 80	Schlieren	6 5	...	...	...	1 51	4 46	8 2
6½	1 25	0 90	0 65	2 0	1 45	1 5	Dietikon	▸ 12	...	...	10 24	1 58	4 53	8 13
10½	1 75	1 25	0 90	2 80	2 0	1 45	Killwangen (T. of 800 feet.)	6 21	6 50	...	...	2 8	5 3	8 27
14½	2 50	1 75	1 25	4 0	2 80	2 0	**Baden** ..... arr.	6 32	6 59	...	10 42	2 20	5 15	8 43
...	...	...	...	...	...	...	„ .....dep.	6 33	6 59	...	10 42	2 21	5 16	8 48
17½	3 0	2 10	1 50	4 80	3 40	2 40	**Turgi** ..... arr.	6 46	7 6	...	10 49	2 30	5 25	9 0
—	—	—	—	—	—	—	**Turgi** ....dep.	...	7 9	...	...	2 35	5 30	...
...	0 50	0 35	0 25	0 80	0 55	0 40	Siggenthal	...	7 16	...	...	2 42	5 37	...
...	1 25	0 85	0 60	2 0	1 40	1 0	Dottingen	...	7 28	...	...	2 54	5 49	...
...	1 50	1 5	0 75	2 40	1 70	1 20	Koblenz	...	7 36	...	...	3 2	5 57	...
...	2 25	1 60	1 10	3 65	2 65	1 80	**Waldshut** (p. 95) arr.	...	7 44	...	...	3 10	6 5	...
...	...	...	...	...	...	...	**Turgi** .....dep.	6 48	Stop	*9 25	10 50	Stop	5 28	9 3
20	3 50	2 45	1 75	5 60	3 95	2 80	**Brugg**	6 57		9 36	10 56		5 36	9 14
...	4 0	2 80	2 0	6 40	4 50	3 20	Schinznach	7 7	...	9 48	...	...	5 45	9 26
...	4 50	3 15	2 25	7 20	5 5	3 60	Wildegg	7 16	...	10 0	11 10	...	5 53	9 37
...	4 75	3 30	2 35	7 60	5 30	3 80	Ruppersweil	7 24	...	10 12	...	...	6 1	9 48
31	5 25	3 70	2 65	8 40	5 35	4 25	**Aarau** (T. of 1540 feet.) arr.	7 34	...	10 25	11 23	...	6 11	10 0

Dis.	Stations.	Trains. a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	**Aarau** .....dep.	*5 25	8 45	12†33	...	*4 10	7 25	...
...	Ruppersweil	5 37	8 54	...	...	4 24	7 34	...
...	Wildegg	5 45	9 1	12 46	...	4 34	7 41	...
...	Schinznach	5 55	9 8	...	...	4 47	7 49	...
11	**Brugg**	6 6	9 16	1 0	...	4 59	7 58	...
13	**Turgi** ... ... arr.	6 15	9 25	1 5	...	5 10	8 6	...
...	**Waldshut**	...	8 45	...	3 55	Stop	...	†8 25
...	Koblenz	...	8 52	...	4 2		...	8 31
...	Dottingen ...	...	9 0	...	4 10	...	...	8 39
...	Siggenthal...	...	9 14	...	4 24	...	...	8 52
...	**Turgi**... arr.	...	9 21	...	4 30	...	...	8 58
...	**Turgi** .....dep.	6 18	9 27	1 6	4 35	...	8 8	9 0
16	**Baden**	6 33	9 36	1 15	4 46	...	8 16	9 7
...	„	6 35	9 37	1 15	4 47	...	8 17	9 7
20	Killwangen	6 50	9 49	...	5 3	...	8 27	...
24	Dietikon	7 2	9 58	1 33	5 13	...	8 37	...
26	Schlieren	7 12	10 6	...	5 21	...	8 45	...
28	Altstetten	7 21	10 13	1 44	5 28	...	8 52	...
31	**Zurich** .....arr	7 32	10 23	1 53	5 37	...	9 0	9 45

Remarks.—50 lbs. of Luggage allowed free of charge. * Goods with 2nd and 3rd class passengers. † Quick Train, 1 & 2 class.

ZURICH, WALLISELLEN, WINTERTHUR, SCHAFFHAUSEN, AND ROMANSHORN.—Schweizerische Nordostbahn [18-10

Dis.	Single Fare 1st class	2nd class	3rd class	Return Tick. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	†3	4	‡5	*6	7
							ST. GALL (page 154)	a.m.	a.m.	a.m.	p.m.	p.m.	p.m	
—	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	**Zurich** T.3,200ft.)dp	6 0	7 47	10 40	2 25	6 0	7 52	...
3	0 50	0 35	0 25	0 80	0 60	0 40	Oerlikon	6 10	7 57	...	2 35	6 15	8 6	...
5½	1 0	0 70	0 50	1 60	1 15	0 80	**Wallisellen** (p. 143*),	6 19	8 5	10 53	2 44	6 30	8 21	...
10	2 0	1 40	1 0	3 20	2 25	1 60	Effretikon	6 36	8 21	...	3 1	6 55	8 46	...
12½	2 25	1 60	1 15	3 60	2 60	1 85	Kemptthal	6 43	8 28	...	3 8	7 4	8 53	...
16½	2 75	1 95	1 40	4 40	3 15	2 25	**Winterthur** .....arr.	6 52	8 37	11 21	3 17	7 15	9 2	...
—	Fr	m		Win	terth	ur.	**Winterthur** dep.	...	8 50	...	3 30	7 33	Stop	...
4	0 75	0 55	0 40	1 20	0 90	0 65	Hettlingen	...	9 4	...	3 44	7 47		...
5½	1 0	0 70	0 50	1 60	1 15	0 80	Hengart.....	...	9 11	...	3 51	7 54	...	...
8	1 50	1 5	0 75	2 40	1 70	1 20	Andelhugen	...	9 22	...	4 2	8 5	...	...
12½	2 25	1 55	1 10	3 60	2 50	1 80	Marthalen	...	9 37	...	4 17	8 20	...	...
15½	2 75	1 90	1 35	4 40	3 5	2 20	Dachsen	...	9 48	..	4 28	8 31	...	...
16½	3 25	2 25	1 60	5 20	3 60	2 55	**Schaffhausen.** [T. 200 f.] ...arr.	...	10 0	...	4 40	8 43	...	...
...	...	...	...	...	...	...	**Winterthur**.....dep	6 57	Stop	11 23	3 24	7 27	...	...
20	3 50	2 45	1 75	5 60	3 95	2 80	Wiesendangen	7 8		...	3 37	7 43	...	...
23½	4 0	2 80	2 0	6 40	4 50	3 20	Islikon	7 19	...	...	3 50	7 59	...	...
26	4 50	3 15	2 25	7 20	5 5	3 60	**Frauenfeld**	7 27	...	11 46	3 58	8 11	...	...
28½	5 0	3 50	2 50	8 00	5 60	4 0	Felben.....	7 35	...	...	4 7	8 23	...	...
32½	5 50	3 85	2 75	8 80	6 20	4 40	Muellheim	7 45	...	...	4 17	8 36	...	...
34½	6 0	4 20	3 0	9 60	6 75	4 80	Marstetten.....	7 54	...	...	4 25	8 48	...	...
37	6 25	4 40	3 15	10 0	7 5	5 5	**Weinfelden**	8 2	...	12 11	4 33	9 0	...	...
39½	6 75	4 70	3 35	10 80	7 55	5 40	Bürglen	8 10	...	...	4 41	9 9	...	...
41½	7 0	4 90	3 50	11 20	7 85	5 60	Sulgen	8 16	...	...	4 47	9 19	...	...
47	8 0	5 60	4 0	12 80	9 0	6 45	Amriswell	8 34	...	12 35	5 6	9 43	...	...
51½	8 75	6 10	4 35	14 0	9 80	7 0	**Romanshorn** ...arr.	8 45	...	12 45	5 16	9 58	...	...

Dis.	Stations.	Trains. *1	†2	*3	4	†5	6
		a.m.	a.m.	a m.	a.m	p.m.	p. m.
—	**Romanshorn** dp	...	5 20	...	10 23	2 0	5 32
4½	Amriswell	...	5 43	...	10 38	...	5 47
10	Sulgen	...	6 10	...	10 56	2 24	6 5
11½	Bürglen	...	6 19	...	11 2	...	6 11
14½	**Weinfelden** ...	...	6 34	...	11 10	2 35	6 19
16½	Märstetten	...	6 44	...	11 18	...	6 27
19	Müllheim	...	6 57	...	11 27	...	6 36
22½	Felben.....	...	7 12	...	11 37	...	6 46
25½	**Frauenfeld**	...	7 27	...	11 46	3 1	6 55
27½	Islikon	...	7 48	...	11 54	...	7 3
31½	Wiesendangen	...	8 11	...	12 9	...	7 19
35	**Winterthur** arr.	...	8 27	a.m.	12 17	3 24	7 27
—	**Schaffhausen.** [T. 200 f.]...dep.	...	7 25	10 15	...	...	6 8
3	Dachsen	...	7 35	10 25	...	...	6 18
6	Marthalen	...	7 46	10 36	...	...	6 29
10½	Andelfingen ....●	...	8 2	10 50	...	...	6 45
13	Hengart.....	...	8 14	11 0	...	...	6 57
14½	Hettlingen	...	8 20	11 6	...	...	7 3
18½	**Winterthur** ar	a m.	8 35	11 20	...	...	7 18
...	„ dep.	5 35	8 47	11 25	12 20	3 28	7 40
23½	Kemptthal.....	5 48	8 58	11 39	12 31	...	7 51
40½	Effretikon	6 2	9 7	11 55	12 40	3 42	8 0
4	**Wallisellen**.....	6 24	9 23	12 13	12 54	3 55	8 16
48½	Oerlikon	6 33	9 31	12 22	1 2	...	8 24
51½	**Zurich** .....arr.	6 46	9 39	12 35	1 10	4 7	8 32

‡ Goods, with 2 & 3 class Passengers. * 2 and 3 class only. † Quick Train 1, 2 class. Luggage.—50 lbs. of Luggage allowed free of charge.

Remarks.—Steamers run from Romanshorn to Friedrichshafen and Lindau, in connection with the Wurtemberg and Bavarian Railway.

West Swiss Railway.—YVERDUN, to LAUSANNE, MORGES, COPPET and GENEVA.

Chemins de Fer de l'Ouest Suisse. 6950.

Eng. Mls.	¶ Single Fares. 1 cl.	2 cl.	3 cl.	Return Tickets. 1 cl.	2 cl.	3 cl.	Stations.	Trains. a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.									
3½	0 60	0 45	0 30	1 0	0 70	0 50	Yverdun ..... dep.	...	7 45	10 40	2 0	3 35	...	6 0	...
6	1 15	0 80	0 55	1 85	1 30	0 90	Ependes	...	7 55	...	2 10	...	...	6 10	...
10½	1 35	1 30	0 95	3 0	2 10	1 50	Chavornay	...	8 5	10 57	2 20	...	...	6 20	...
15	2 30	1 75	1 25	4 0	2 80	2 0	Eclépens [2 Tunnels, each 250 metres]...	...	8 15	11 7	2 30	3 56	...	6 30	...
19½	3 35	2 35	1 65	5 35	3 75	2 65	Cossonay	...	8 26	11 18	2 41	...	...	6 41	...
21	3 55	2 50	1 75	5 65	3 95	2 85	Bussigny	...	8 38	11 30	2 53	...	...	6 53	...
							Renens	...	8 43	...	...	...	...	6 59	...
23½	4 5	2 65	2 5	6 50	4 55	3 25	Lausanne ..... { arr.	a.m.	8 50	11 40	3 5	4 20	...	7 6	...
							{ dep.	7 0	9 0	11 48	3 15	4 26	...	7 16	...
...	...	...	...	...	...	...	Renens	...	...	...	...	...	...	...	...
31½	4 5	2 85	2 5	6 50	4 55	3 25	Morges	7 19	9 22	12 8	3 35	4 42	...	7 38	...
37	5 0	3 50	2 50	8 0	5 60	4 0	Allaman	7 35	9 36	12 24	3 49	...	...	7 53	...
40½	5 50	3 85	2 75	8 85	6 20	4 40	Rolle	7 45	9 46	12 34	3 59	4 59	...	8 3	...
44½	6 25	4 40	3 10	10 0	7 0	5 0	Gland	7 57	9 58	12 46	4 11	...	...	8 14	...
47½	6 75	4 75	3 40	10 35	7 60	5 40	Nyon	8 6	10 7	12 55	4 20	5 13	...	8 23	...
50½	7 30	5 10	3 65	11 65	8 15	5 80	Celigny	8 15	10 16	1 4	4 29	..	p.m	8 32	...
53	7 60	5 35	3 80	12 15	8 50	6 5	Coppet (page 50)	8 24	10 25	1 13	4 38	5 27	7 15	8 41	...
60½	...	...	...	...	...	...	Geneva (page 50) ..... arr.	8 50	10 51	1 40	5 4	5 43	7 41	9 7	...
...	...	...	...	...	...	...	GENEVA ..... dep.	10 0	...	1 55	...	...	...	...	...
...	...	...	...	...	...	...	LYONS (page 50) [French Time] arr.	3 34	...	...	...	...	...	...	...

GENEVA to COPPET, MORGES, LAUSANNE, and YVERDUN.

Eng. Mls.	¶ Single Fares. 1 cl.	2 cl.	3 cl.	Return Tickets 1 cl.	2 cl.	3 cl	Stations.	Trains. a. m.	a.m.	p. m	p.m	p.m.	p.m.	p.m.	
Dis.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.									
...	...	...	...	...	...	...	LYONS (page 50) ..... dep.	...	...	...	6 35	...	...	...	...
...	...	...	...	...	...	...	GENEVA (page 50) ..... arr.	...	...	...	11 59	...	...	...	...
...	...	...	...	...	...	...	Geneva (page 50) ..... dep.	7 0	8 15	10 30	2 0	4 45	6 0	8 0	...
8	...	From		Cop	pet.	...	Coppet (page 50)	7 32	8 33	11 1	2 29	5 14	6 29	8 27	...
10	0 40	0 30	0 20	0 65	0 45	0 35	Celigny	7 39	...	11 8	2 36	5 21	6 36	Stop	...
13	0 95	0 65	0 45	1 50	1 5	0 75	Nyon	7 49	8 45	11 18	2 46	5 31	6 46		...
16	1 45	1 0	0 75	2 35	1 65	1 15	Gland	7 58	...	11 27	2 54	5 40	6 55		...
20½	2 10	1 45	1 5	3 35	2 35	1 65	Rolle	8 10	9 0	11 39	3 6	5 52	7 7	...	...
23½	2 70	1 90	1 35	4 35	3 5	2 15	Allaman	8 21	...	11 50	3 15	6 2	7 17	...	...
29½	3 65	2 55	1 80	5 85	4 10	2 90	Morges	8 39	9 19	12 5	3 32	6 17	7 35	...	...
34	4 60	3 15	2 25	7 15	5 0	3 60	Renens	...	...	...	...	...	...	...	...
37½	4 90	3 45	2 45	7 85	5 50	3 90	Lausanne ..... { arr.	9 0	9 35	12 22	3 50	6 35	7 52	...	...
							{ dep.	9 10	9 40	12 27	4 0		8 2	...	...
...	...	...	...	...	...	...	Renens	9 17	...	12 34	...	...	8 9	...	...
41½	4 35	3 5	2 20	7 0	4 90	3 50	Bussigny	9 23	...	12 39	4 12	...	8 14	...	...
45½	5 10	3 60	2 55	8 15	5 70	4 10	Cossonay	9 34	...	12 51	4 24	...	8 26	...	...
50½	5 65	4 10	2 90	9 35	6 55	4 65	Eclépens [2 Tunnels, each 250 metres]...	9 45	10 6	1 2	4 35	...	8 37	...	...
54	6 45	4 55	3 20	10 35	7 25	5 15	Chavornay	9 55	...	1 12	4 46	...	8 48	...	...
57	7 10	4 95	3 55	11 35	7 95	5 65	Ependes	...	...	...	...	...	8 57	...	...
60½	7 60	5 35	3 80	12 15	8 50	6 5	Yverdun ..... arr.	10 9	10 25	1 27	5 2	...	9 6	...	...

Remarks.—In connection with Steamers on the Lakes, &c to Basle & Berne.

BOUVERET, St. MAURICE, AND MARTIGNY.—Chemin de fer de la Ligne d'Italie.

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1, 2, 3	1, 2, 3	1, 2, 3						[3-10
Dis	fr. c.	fr. c.	fr. c.		a.m.	a. m.	p.m.						
—	—	—	—	Bouveret ..... dep.	7 50	11 30	3 0	...	...	...	...	...	...
...	0 85	0 55	0 40	Vouvry	8 2	11 42	3 12	...	...	...	...	...	...
...	2 5	1 35	1 0	Monthey	8 20	12 0	3 30	...	...	...	...	...	...
...	2 75	1 85	1 40	St. Maurice	8 36	12 18	3 46	...	...	...	...	...	...
...	3 50	2 30	1 75	Evionnaz (Outre Rhone)	8 49	...	3 59	...	...	...	...	...	...
...	3 95	2 65	2 0	Vernayaz (Pissevache)	8 57	12 31	4 7	...	...	...	...	...	...
...	4 55	3 5	2 30	Martigny ..... arr.	9 10	12 50	4 20	...	...	...	...	...	...

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1, 2, 3	1, 2, 3	1, 2, 3						
Dis.	fr. c.	fr. c.	fr. c.		a. m.	a. m.	p. m.						
—	—	—	—	Martigny ..... dep.	6 0	9 35	1 5	...	...	...	...	...	...
...	0 60	0 40	0 30	Vernayaz (Pissevache)	...	9 47	1 17	...	...	...	...	...	...
...	1 10	0 70	0 55	Evionnaz (Outre Rhone)	...	9 55	...	...	...	...	...	...	...
...	1 80	1 20	0 90	St. Maurice	6 31	10 12	1 39	...	...	...	...	...	...
...	2 60	1 70	1 25	Monthey	6 42	10 24	1 51	...	...	...	...	...	...
...	3 70	2 50	1 85	Vouvry	7 1	10 42	2 9	...	...	...	...	...	...
...	4 55	3 5	2 30	Bouveret ..... arr.	7 15	10 55	2 20	...	...	...	...	...	...

The Trains run in correspondence with the Steamers on Lake Leman to Geneva, Vevay, Ouchy, (Lausanne), & Morges.
The running of the trains is regulated according to Berne Time. This line will shortly be opened as far as Sion.
¶ The Swiss franc is equal to 100 centimes or 9½d.

Victor Emmanuel Railway.—CULOZ TO AIX, CHAMBERY, AND St. JEAN DE MAURIENNE.—Chemin de fer Victor Emmanuel. [22-10

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1st Exp.	1, 2, 3 class	1, 2, 3 class	*	
Dis.	fr. c.	fr. c.	fr. c.		a.m.	p m.	p m.	p.m.	a.m.	p.m.		
...	...	...	...	PARIS (Via Macon) .....dep.	...	...	1 45	8 40	...	10 45	...	...
							a.m.			p m.		
...	...	...	...	LYONS (page 50) .....dep.	...	...	6 35		8 50	4 10	...	...
...	...	...	...	GENEVA (page 50) .....dep	...	...	6 0		10 0	...	...	...
	From Culoz.				a.m.	p.m.	a.m.		p.m.	p.m.		
—	—	—	—	**Culoz** (French Time) .....dep.	6 5	...	10 25		2 40	9 0	...	...
...	...	...	...	,, (Savoy Time)	6 25	...	10 45		3 0	9 20	...	...
4½	1 25	0 95	0 65	Châtillon	7 13	...	11 27		3 49	9 59	...	...
12½	2 85	2 15	1 45	**Aix-les-Bains**	8 0	...	12 1		4 39	10 35	...	...
17½	3 35	2 55	1 70	Voglans	8 24	...	12 19		5 4	...	...	...
22½	4 5	3 5	2 5	**Chambery** .....arr.	8 40	p.m.	12 31		5 20	11 5	...	...
...	...	...	...	,, ...dep.	Stop	6 30	12 40		5 30	Stop	...	...
28½	5 5	3 80	2 55	Route-de-Grenoble		6 53	12 56		5 55		...	...
31½	5 55	4 20	2 80	Montmélian.....		7 5	1 4		6 19		...	...
37½	6 55	4 95	3 30	St. Pierre d'Albigny	...	7 29	1 19		6 48	...	...	...
39½	6 85	5 15	3 45	Chamousset.....	...	7 59	1 27		6 58	...	...	...
45½	7 75	5 85	3 90	Aiguebelle	...	8 5	1 44		7 24	...	...	...
51½	8 75	6 60	4 40	Epierre.....	...	8 27	2 0		7 49	...	...	...
57½	10 5	7 55	5 5	La Chambre	...	9 2	2 25		8 26	...	...	...
65½	11 5	8 30	5 55	**St. Jean de Maurienne** arr.	...	9 25	2 43		8 50	...	...	...
...	...	...	...	**Turin** .....arr.	...		7 55		...	...	...	...
...	...	...	...	GENOA (page 158).	...	...	a.m.		p.m	...	..	...

ST. JEAN DE MAURIENNE TO CHAMBERY, AIX, AND CULOZ.

Eng. Miles.	¶ Fares. 1st Class	2nd Class	3rd Class	Stations.	Trains. 1,2,3 class	1,2,3 class	1, 2, 3 Class.	1, 2, 3 Class			
Dis.	fr. c.	fr. c.	fr. c.	GENOA (page 159)	a.m.	p.m.	p.m.	p.m.			
...	...	...	...	**Turin** .....dep	...	2 5	10 0	...	...	...	...
...	From St. Jean					a m.	p.m.	p.m.			
—	—	—	—	**St. Jean de Maurienne**	...	6 30	12 40	4 10	...	...	...
7½	1 10	0 85	0 55	La Chambre	...	6 54	12 56	4 31	...	...	...
14½	2 30	1 75	1 15	Epierre.....	...	7 29	1 17	4 58	...	...	...
20½	3 30	2 50	1 5	Aiguebelle	...	7 58	1 41	5 26	...	...	...
26	4 20	3 15	2 10	Chamousset.....	...	8 18	1 55	5 45	...	...	...
28	4 60	3 45	2 30	St. Pierre d'Albigny	...	8 34	2 1	5 57	...	...	...
34	5 50	4 15	2 75	Montmélian.....	...	8 38	2 16	6 20	...	...	...
37½	6 0	4 50	3 0	Route-de-Grenoble	...	9 12	2 24	6 31	...	...	...
43½	7 0	5 25	3 50	**Chambery** .....arr	a.m.	9 33	2 39	6 52	...	...	...
...	...	...	...	,, ...dep.	6 5	9 45	2 45	7 0	...	...	...
48½	7 80	5 85	3 90	Voglans	6 18	10 2	2 57	7 17	...	...	...
53½	8 60	6 45	4 30	**Aix-les-Bains**	6 38	10 26	3 15	7 41	...	...	...
61½	9 80	7 45	4 90	Châtillon	7 12	11 38	3 48	8 27	...	...	...
65½	11 5	8 30	5 55	***Culoz*** (Savoy Time) .....arr.	7 25	11 45	4 2	8 44	...	...	...
...	...	...	...	,, (French Time) .....arr.	7 5	11 25	3 42	8 24	...	...	...
					a m.	p.m.	p.m.				
...	...	...	...	GENEVA .....arr.	11 48	2 20	7 50	...	...	...	...
...	...	...	...	LYONS .....arr.	11 37	3 42	7 6	...	...	...	...
					a.m.		a.m.	a.m.			
...	...	...	...	PARIS (Per Macon) ....arr.	4 5	...	6*15	11 45	...	...	...

* 1st Class Express between Macon and Paris.

Remarks.—All Trains between Culoz and St. Jean de Maurienne, and *vice versa*, are 1, 2, 3 Class. The Booking Offices close five minutes before the departure of the Trains.

Fares.—From Turin to Paris and *vice versa*, 103fr. 70c.; 83fr. 75c.; 66fr. 30c. From Turin to Lyons, 51fr. 35c.; 44fr. 50c.; 37fr. 55c. From Turin to Geneva, 48fr. 45c.; 42fr. 35c.; and 33fr. 95c.

Between St. Jean de Maurienne and Susa, private carriages (Extra Post), run. Fares:—for 2 persons, 190fr.; 3 persons, 220fr.; 4 persons, 230fr.; 5 persons, 270fr., 6 persons, 310fr.; 7 persons, 350fr.

¶ The Sardinian Franc is equal to 100 centimes, or 9½d

SUSA and TURIN. [22-10

English Miles. Dis.	Fares. 1st class. fr. c.	2nd class. fr. c.	3rd class. fr. c.	Stations.	Trains. 1 a m.	2 a.m.	3 a m.	4 p.m.	5 p.m.	6
—	—	—	—	**Susa** ..... dep.	3 30	6 10	9 30	2 50	6 15	...
5	0 80	0 55	0 40	Bussolino	...	6 23	9 43	3 3	6 28	...
10	1 60	1 10	0 80	Borgone	...	6 36	9 56	3 16	6 41	...
11¾	1 90	1 35	0 95	S. Antonino	...	6 43	10 3	3 23	6 48	...
13¾	2 20	1 55	1 10	Condove	...	6 50	10 10	3 30	6 55	...
16	2 60	1 80	1 30	S. Ambroglo	..	6 57	10 17	3 37	7 2	...
18	2 90	2 5	1 45	Avigliana	4 15	7 6	10 26	3 46	7 11	...
21	3 40	2 40	1 70	Rosta	...	7 16	10 36	3 56	7 21	...
24¼	4 0	2 80	2 0	Alpignano	...	7 27	10 47	4 7	7 32	...
27¼	4 40	3 10	2 20	Collegno	...	7 36	10 56	4 16	7 41	...
32½	5 30	3 70	2 65	**Turin** ..... arr.	5 0	7 50	11 10	4 30	7 55	...

Remarks.—1st and 2nd Class Return Tickets are issued on Saturdays and Sundays, in Turin, Collegno, Alpignano, Avigliana and Susa, for intermediate Stations, available for return on Mondays following, at a reduction of 25 per cent. on the ordinary fares.

TURIN TO ALESSANDRIA AND GENOA [22-10

Eng. Miles. Dis.	¶ FARES. 1 Cl. fr. c.	2 Cl. fr. c.	3 Cl. fr. c.	STATIONS. [7 TUNNELS.	TRAINS. 1 2 & 3 class a.m.	2 1, 2, 3 class a.m	3 1 & 2 class a.m.	4 2 & 3 class a.m	5 1, 2, 3 class p.m.	6 1 & 2 class p.m	7	8	9	10
—	—	—	—	**Turin** ..... dep.	...	6 0	9 55	11 15	2 0	5 0	...	...	...	...
5	0 80	0 55	0 40	Moncalieri	...	6 13	10 7	11 35	2 13	5 12	...	...	...	...
8	1 30	0 90	0 65	Truffarello Junc. ..	...	...	10 15	11 50	2 23	...	...	...	...	...
10½	1 70	1 20	0 85	Cambiano	...	6 29	10 22	12 2	2 31	5 27	...	...	...	...
13¾	2 20	1 55	1 10	Pessione	...	6 39	...	12 15	2 40	5 33	...	...	...	...
16¼	3 0	2 10	1 50	Villanova	...	6 53	...	12 31	2 54	5 43	...	...	...	...
20	4 20	2 95	2 10	Villafranca	...	7 12	...	12 53	3 12	5 57	...	...	...	...
24½	..	..	..	Baldichieri	...	...	...	...	...	...	...	...	...	...
31	5 0	3 50	2 50	San Damiano	...	7 25	10 54	1 8	3 25	6 7	...	...	...	...
35½	5 70	4 0	2 85	**Asti**	...	7 41	11 10	1 34	3 41	6 20	...	...	...	...
41¾	6 70	4 70	3 35	Annone	...	7 57	...	1 51	3 57	6 31	...	...	...	...
44½	..	..	..	Cerro	...	...	...	...	...	...	...	...	...	...
47½	7 70	5 40	3 85	Felizzano	...	8 15	11 28	2 16	4 15	6 41	...	...	...	...
51¼	8 30	5 80	4 15	Solero	a.m.	8 26	...	2 30	4 26	...	...	...	...	...
56½	9 10	6 35	4 55	**Alessandria J.**	3 45	8 45	11 53	2 45	4 45	7 10	...	...	...	...
62½	10 10	7 5	5 5	Frugarolo	...	9 1	...	Stop	5 1	...	...	...	...	...
70½	11 30	7 90	5 65	Novi	4 35	9 26	12 25		5 26	7 43	...	...	...	...
75½	12 10	8 45	6 5	Serravalle	4 48	9 36	12 35		5 36	7 53	...	...	...	...
77½	12 50	8 75	6 25	Arquata	5 1	9 47	...	...	5 47	...	...	...	...	...
83½	13 40	9 40	6 70	Isola del Cantone..	5 26	10 4	...	...	6 4	...	...	...	...	...
86½	13 90	9 75	6 95	Ronco	...	10 14	...	...	6 14	...	...	...	...	...
89½	14 40	10 10	7 20	**Busalla**	6 5	10 33	1 14	...	6 33	8 32	...	...	...	...
..	15 40	10 80	7 70	Pontedecimo	7 0	11 2	1 40	...	7 2	8 58	...	...	...	...
..	15 80	11 5	7 90	Bolzaneto	7 9	11 10	...	...	7 10	...	...	...	...	...
..	16 10	11 25	8 5	Rivarolo	7 18	11 17	...	...	7 17	...	...	...	...	...
..	16 30	11 40	8 15	S. Pier d'Arena....	7 23	11 24	...	...	7 24	...	...	...	...	...
103½	16 60	11 60	8 30	**Genoa**..... arr.	7 30	11 30	2 0	...	7 30	9 18	...	...	...	...

The Charge for Luggage upon all Italian Railways is very high.

Extra Trains from Pontedecimo to Genoa at 8.15 a.m., and 3 30 p.m.; also on Fête days only at 5.50 p.m.

¶ The Sardinian franc is equal to 100 centimes, or 9½d.

GENOA AND VOLTRI. [22-10

From Genoa at 6.25, and 9 0 a.m.; 12.15, 3.0, 5.25, and 8.5 p.m.
From Voltri at 5.15, 8.0, and 10.15 a.m.; 1.55, 4.10, and 6 35 p.m.
Fares—1st Class, 1 f. 50 c.; 2nd Class, 1 f. 5 c.; 3rd Class, 75 c.

TURIN AND SUSA. [22-10

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	Stations. [NO TUNNELS.	Trains. 1	2	3	4	5	
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.	p.m.	
—	—	—	—	**Turin** .....dep.	6 10	10 30	2 5	6 10	10 10	...
6¾	1 0	0 70	0 50	Collegno	6 32	10 53	2 27	6 32	...	...
8¾	1 40	1 0	0 70	Alpignano	6 42	11 2	2 37	6 42	...	...
12⅝	2 0	1 40	0 95	Rosta	6 54	11 14	2 49	6 54	.	...
15	2 40	1 70	1 20	Avigliana	7 8	11 28	3 3	7 8	10 45	...
17¼	2 80	1 95	1 40	S. Ambrogio	7 15	11 35	3 10	7 15	...	...
19¾	3 20	2 25	1 60	Condove	7 22	11 42	3 17	7 22	...	...
21¾	3 50	2 45	1 75	S. Antonino	7 29	11 49	3 24	7 29	...	...
23½	3 80	2 65	1 90	Borgone	7 38	11 58	3 33	7 38	...	...
28	4 50	3 15	2 25	Bussolino	7 5	12 12	3 47	7 52	...	...
32¾	5 30	3 70	2 65	**Susa** .....arr.	8 10	12 30	4 *5	8 10	11 30	...

GENOA TO ALESSANDRIA AND TURIN. [22-10

Eng. Miles.	¶ FARES. 1st Class	2nd Class	3rd Class	STATIONS. [7 TUNNELS.	TRAINS. 1 2 & 3 class	*2 1,2, 3 class	3 1 & 2 class	4 1,2,3 class	5 1 & 2 class	6	7	8
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	p.m.	p.m.	...	...	...
—	—	—	—	**Genoa** .....dep.	...	6 10	10 0	2 10	5 15	...	...	...
.	0 40	0 30	0 20	S. Pier d' Arena	...	6 17	...	2 17	...	...	...	...
..	0 60	0 40	0 30	Rivarolo	...	6 25	...	2 25	...	...	...	...
..	0 90	0 65	0 45	Bolzaneto	...	6 33	...	2 33	...	...	...	...
..	1 30	0 90	0 65	Pontedecimo	...	6 45	10 23	2 45	5 38	...	...	...
14	2 30	1 60	1 15	**Busalla**	...	7 17	10 49	3 17	6 4	...	...	...
17	2 80	1 95	1 40	Ronco	...	7 26	...	3 26	...	...	...	...
20	3 30	2 30	1 65	Isola del Cantone....	...	7 36	...	3 36	...	...	...	...
26	4 20	2 95	2 10	Arquata	...	7 52	...	3 52	...	...	...	...
28	4 60	3 20	2 30	Serravalle	...	8 0	11 17	4 0	6 32	...	...	...
33	5 40	3 80	2 70	Novi	...	8 15	11 30	4 15	6 45	...	...	...
40	6 60	4 60	3 30	Frugarolo	a m.	8 32	...	4 33	...	...	...	...
46	7 60	5 30	3 80	**Alessandria Jn.**	4 30	8 35	12 5	4 55	7 20	...	...	...
51	8 40	5 90	4 20	Solero	4 47	9 8	...	5 7	...	...	...	...
55	9 0	6 30	4 50	Felizzano	5 7	9 20	12 26	5 19	...	...	...	...
58	..	..	..	Cerro	...	...	...	...	...	...	...	...
61	10 0	7 0	5 0	Annone	5 25	9 36	...	5 35	...	...	...	...
67	11 0	7 70	5 50	**Asti**	5 52	9 56	12 52	5 55	8 2	...	...	...
71	11 70	8 20	5 85	San Damiano	6 10	10 8	1 2	6 7	...	...	...	...
74	..	..	..	Baldichieri.....	...	...	...	...	...	...	...	...
76	12 50	8 75	6 10	Villafranca.....	6 30	10 23	...	6 22	...	...	...	...
86	13 60	9 50	6 80	Villanova	7 2	10 45	...	6 44	...	...	...	...
89	14 50	10 15	7 25	Pessione	7 23	10 59	...	6 56	...	...	...	...
92	14 90	10 45	7 45	Cambiano	7 37	11 9	1 40	7 6	8 51	...	...	...
95	15 30	10 70	7 65	Truffarello Junction	7 50	11 16	...	...	...	...	...	...
97	15 80	11 5	7 90	Moncalieri	8 5	11 25	1 53	7 22	9 3	...	...	...
103¾	16 60	11 60	8 30	**Turin** .....arr.	8 20	11 37	2 5	7 37	9 15	...	...	...

N.B.—On Wednesdays, Asti market-day, at that Station a 3rd class carriage will be added to Train 3 for S. Damiano, Villafranca, and Villanova; and on Thursdays also to take at Villanova travellers in destination for Cambiano, Truffarello, Moncalieri, and Turin. By Train 4 also, Day Return Tickets will be issued daily from Genoa to Alessandria and Turin.

* In connection with the Trains of the Cuneo line at Truffarello.

Extra Trains from Genoa to Pontedecimo at 8.0 a.m., 12.30, 3.30, and 6.0 p.m.; also on Fête days only at 10.15 a.m.

¶ The Sardinian franc is equal to 100 centimes, or 9½d.

The Electric Telegraph is in operation from Turin, over Mount Cenis to Chambery, &c.

TURIN to CHIVASSO, CALUSO, SANTHIA, BIELLA, NOVARA, and MAGENTA. [6857

[22-10

TURIN AND PINEROLO.

Eng. Miles	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1 & 2 class	1,2,3 class	1,2,3 class	
Dis.	fr. c.	fr. c.	fr. c.	[NO TUNNELS.	a.m.	a.m.	p.m.	p.m.	
...	...	...	...	**Turin** .....dep	6 0	8 20	12 10	5 15	...
3	...	...	...	Succursale	6 5	...	...	5 20	...
7½	1 20	0 85	0 60	Settimo	6 20	8 37	12 30	5 35	...
11½	1 90	1 35	0 95	Brandizzo	6 32	...	12 43	5 47	...
14½	2 30	1 60	1 15	**Chivasso** .. ..arr.	6 44	8 58	12 56	5 59	...
...	...	...	...	**Chivasso** .....dep.	...	9 5	1 5	6 5	...
...	...	...	...	Montanaro	...	9 14	1 14	6 14	...
...	...	...	...	Rodallo	...	9 23	1 23	6 23	...
...	3 70	2 80	1 85	**Caluso**	...	9 30	1 30	6 30	...
...	...	...	...	Candia	...	9 36	1 36	6 36	...
...	...	...	...	Mercenasco	...	9 42	1 42	6 42	...
...	...	...	...	Strambino	...	9 49	1 49	6 49	...
...	...	...	...	**Ivrea** .....arr.	...	10 5	2 5	7 5	...
18½	2 0	2 10	1 50	Torazzo .....dep.	6 55	...	1 8	6 10	...
21½	3 50	2 45	1 75	Saluggia	7 3	...	1 17	6 18	...
26	4 20	2 93	2 10	**Livorno**	7 16	9 25	1 31	6 31	...
31½	5 10	3 55	2 55	Tronzano	7 34	...	1 51	6 49	...
33	5 40	3 80	2 70	**Santhia** .....arr.	7 46	9 48	2 4	7 2	...
...	...	...	...	**Santhia** .....dep.	8 0	...	3 25	7 40	...
6	6 50	4 55	3 25	Saluzzolo	8 17	...	3 42	7 57	...
10½	7 10	5 10	3 55	Vergnasco	8 28	...	3 53	8 8	...
13½	7 40	5 30	3 70	Sandigliau	8 37	...	4 2	8 17	...
15	7 80	5 50	3 90	Candelo	8 46	...	4 11	8 26	...
18½	8 40	5 90	4 20	**Biella** .....arr.	9 0	...	4 25	8 40	...
37½	6 0	4 20	3 0	San Germano .....dep.	7 56	...	2 15	7 13	...
45	7 30	5 10	3 65	**Vercelli**	8 24	10 18	2 47	7 38	...
48½	7 80	5 45	3 90	Borgo Vercelli	8 33	...	2 57	7 47	...
52½	8 50	5 95	4 25	Ponzana	8 45	...	3 10	7 59	...
59	9 50	7 15	4 75	**Novara** .....arr.	9 0	10 50	3 27	8 15	...
...	...	...	...	,, ...dep.	9 10	11 15	3 39	8 40	...
64½	10 40	7 80	5 20	Trecate	9 25	...	3 56	8 55	...
...	...	...	...	**Magenta** (page **163**) arr.	9 45	11 45	4 20	9 15	...
...	...	...	...	MILAN..... ,,	10 40	12 44	5 20	10 15	...

Eng. Miles	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1 & 2 class	1,2,3 class	1,2,3 class	1,2,3 class
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	a.m.	p.m.	
...	...	...	...	MILAN.....dep.	...	4 40	9 0	11 25	4 38	
...	...	...	...	**Magenta** (page **163**) ,,	...	5 40	10 5	12 40	5 25	
...	...	...	...	Trecate	...	6 0	...	1 3	5 45	
...	...	...	...	**Novara** .. ..arr.	...	6 15	10 38	1 19	6 0	
...	...	...	...	,, ...dep.	...	6 35	10 50	1 48	6 15	
15	1 0	0 70	0 50	Ponzana	...	6 51	...	2 5	6 28	
19½	1 70	1 20	0 85	Borgo Vercelli	...	7 3	...	2 17	6 38	
22½	2 20	1 55	1 10	**Vercelli**	...	7 17	11 28	2 36	6 53	
31	3 50	2 45	1 75	San Germano.....	...	7 37	...	3 0	7 14	
F	ROM	BIE	LLA.	**Biella** .....dep.	...	6 30	...	1 0	6 0	
3½	...	...	...	Candelo	...	6 40	...	1 10	6 10	
6½	...	...	...	Sandigliau	...	6 47	...	1 17	6 17	
8	...	...	...	Vergnasco	...	6 54	...	1 24	6 24	
11½	...	...	...	Saluzzolo	...	7 4	...	1 34	6 34	
18½	...	...	...	**Santhia** .....arr.	...	7 20	...	1 50	6 50	
34	4 10	2 85	2 5	**Santhia** .....dep.	5 0	7 52	12 0	3 17	7 30	
36	4 40	3 0	2 20	Tronzano	5 9	7 58	...	3 23	7 36	
42½	5 30	3 70	2 65	**Livorno**	5 40	8 17	12 20	3 44	7 52	
46½	6 0	4 20	3 70	Saluggia	5 58	8 29	...	3 57	8 3	
49	6 50	4 55	3 25	Torazza	6 10	8 37	...	4 6	8 15	
...	...	...	...	**Ivrea** .....dep.	...	7 30	11 30	3 15	...	
...	...	...	...	Strambino	...	7 43	11 43	3 28	...	
...	...	...	...	Mercenasco.....	...	7 50	11 50	3 35	...	
...	...	...	...	Candia	...	7 57	11 57	3 42	...	
...	...	...	...	**Caluso**	...	8 6	12 6	3 51	...	
...	...	...	...	Rodallo	...	8 11	12 11	3 56	...	
...	...	...	...	Montanaro	...	8 19	12 19	4 4	...	
...	...	...	...	**Chivasso** .....arr.	...	8 30	12 30	4 15	...	
53½	7 20	5 5	3 60	**Chivasso** .....dep.	6 50	8 54	12 50	4 25	8 24	
55½	7 60	5 30	3 80	**Brandizzo**	7 3	9 2	...	4 34	8 33	
60½	8 30	5 80	4 15	**Settimo**	7 25	9 14	1 7	4 48	8 51	
...	...	...	...	Succursale	...	9 35	...	...	9 10	
67½	8 80	6 6	4 75	**Turin**.....arr.	8 0	9 40	1 25	5 10	9 15	

¶ The franc is equal to 100 centimes, or 9½d.

Eng. Miles	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3
Dis.	fr. c.	fr. c.	fr. c.	[NO TUNNELS.	a.m.	noon.	p.m.
—	—	—	—	**Turin** .....dep.	6 30	12 0	5 15
5	0 65	0 50	0 30	Sangone	6 44	12 14	5 29
9½	0 80	0 60	0 40	Nichellino	6 49	12 19	5 34
9½	0 80	0 60	0 60	Candiolo	6 58	12 28	5 43
12½	1 20	0 80	0 80	None.....	7 9	12 39	5 54
15	1 90	1 45	0 95	Airasca.....	7 17	12 47	6 2
18½	2 40	1 80	1 20	Piscina	7 30	1 0	6 15
21½	2 70	2 5	1 35	Riva	7 40	1 10	6 25
22½	3 5	2 20	1 50	**Pinerolo** .....arr.	7 50	1 20	6 35

Eng. Miles	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3
Dis.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.
—	—	—	—	**Pinerolo**.....dep.	8 20	2 10	7 20
5	0 65	0 50	0 30	Riva	8 27	2 17	7 27
9½	0 80	0 60	0 40	Piscina	8 34	2 24	7 34
9½	0 80	0 60	0 60	Airasca.....	8 44	2 34	7 44
12½	1 60	1 20	0 80	None.....	8 51	2 41	7 51
15	1 90	1 45	0 95	Candiolo	9 0	2 50	8 0
18½	2 40	1 80	1 20	Nichellino	9 9	2 59	8 9
21½	2 70	2 5	1 35	Sangone	9 15	3 5	8 15
22½	3 5	2 20	1 50	**Turin**.....arr	9 30	3 20	8 30

¶ The Sardinian franc is equal to 100 centimes, or 9½d.

TURIN to CAVALLERMAGGIORE, BRA, SAVIGLIANO, SALUZZO, and CUNEO. [22-10

Eng. Miles	¶ Fares. 1st Class	2nd Class	3rd Class	STATIONS. [NO TUNNELS.	Trains. 1	2	3	4	5	6	7	8
Dis.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.					
—	—	—	—	**Turin** .....dep.	6 15	12 15	5 30	...	...	...	...	...
5	0 80	0 60	0 40	Moncalieri	6 28	12 28	5 43	...	...	..	...	...
8	1 30	1 0	0 65	Truffarello (page 158)	6 36	12 36	5 51	...	...	...	...	...
12½	2 0	1 50	1 0	Villastellone	6 47	12 47	6 2	...	...	...	...	...
18	2 90	2 20	1 45	Carmagnola	7 4	1 4	6 19	...	...	...	...	...
23½	3 80	2 85	1 90	Racconigi.....	7 20	1 20	6 35	...	...	...	...	...
28	4 50	3 40	2 25	**Cavallermaggiore** ....arr.	7 33	1 33	6 48	...	...	...	...	...
From Cavallermaggiore												
..	—	—	—	**Cavallermaggiore** dep.	7 36	1 36	6 51	...	...	...	...	...
7	1 30	0 90	0 65	**Bra** .....arr.	7 56	1 56	7 11	...	...	...	..	...
32½	5 20	3 90	2 60	**Savigliano** ....arr.	7 51	1 51	7 6	...	...	...	...	...
From Savigliano.												
..	—	—	—	**Savigliano**.....dep.	7 52	1 52	7 7	...	...	...	...	...
..	0 90	0 65	0 45	Lagnasco	8 6	2 6	7 26	...	...	...	...	...
10	1 50	1 5	0 75	**Saluzzo**.....arr.	8 17	2 17	7 32	...	...	...	...	...
39¾	6 40	4 80	3 20	Fossano	8 11	2 11	7 26	...	...	...	...	...
44	7 10	5 35	3 55	Maddalena	8 32	2 22	7 37	...	...	...	...	...
47	7 60	5 70	3 80	Centallo	8 33	2 33	7 44	...	...	...	...	...
54	8 80	6 60	4 40	**Cuneo** ....arr.	8 55	2 55	8 10	...	...	...	...	...

CUNEO to SALUZZO, SAVIGLIANO, BRA, CAVALLERMAGGIORE and TURIN. [22-10

Eng. Miles	¶ Fares. 1st Class	2nd Class	3rd Class	STATIONS. [NO TUNNELS.	Trains. 1	2	3	4	5	6	7	8
Dis.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m.					
—	—	—	—	**Cuneo** .....dep.	6 20	12 20	5 35	..	...	...	...	...
6¾	1 20	0 85	0 60	Centallo	6 37	12 37	5 52	..	...	...	...	...
10¼	1 80	1 25	0 90	Maddalena	6 46	12 46	6 1	..	...	...	...	...
14¼	2 40	1 70	1 20	Fossano	6 57	12 57	6 12	...	...	...	...	...
From Saluzzo												
—	—	—	—	**Saluzzo** .....dep.	6 51	12 51	6 6	...	...	...	...	...
..	..	..	..	Lagnasco...	7 2	1 2	6 17	...	...	...	...	...
10	1 50	1 15	9 75	**Savigliano**..... arr.	7 16	1 16	6 31	...	...	...	...	...
23	3 70	2 60	1 85	**Savigliano**	7 21	1 21	6 36	...	...	...	...	...
From Bra												
—	—	—	—	**Bra**.....dep.	7 6	1 6	6 21	...	...	...	...	...
7	1 30	0 90	0 65	**Cavallermaggiore** arr.	7 26	1 26	6 41	...	...	...	...	...
26¾	4 40	3 10	2 20	**Cavallermaggiore** ...dep.	7 33	1 33	6 48	...	...	...	...	...
30¼	5 0	3 50	2 50	Racconigi.....	7 45	1 45	7 0	...	...	...	...	...
36¼	6 0	4 20	3 0	Carmagnola	8 1	2 1	7 16	...	...	...	...	...
41¼	6 80	4 75	3 40	Villastellone	8 16	2 16	7 31	...	...	...	...	...
45¾	7 50	5 25	3 75	Truffarello (page 158)	8 29	2 29	7 44	...	...	...	...	...
49	8 0	5 60	4 0	Moncalieri	8 37	2 37	7 52	...	...	...	...	...
54	8 80	6 15	4 40	**Turin** .....arr.	8 50	2 50	8 5	...	...	...	...	...

ALESSANDRIA, NOVI, TORTONA, AND SAN NICOLO.

[22-10

Eng. Miles	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5	6	7
Dis	fr. c.	fr. c.	fr. c.		a.m.	p.m.	p.m	p.m			
—	—	—	—	**Alessandria** ..... dep.	...	9 20	12 30	7 35	...	...	...
8¾	1 40	1 0	0 70	S. Giuliano	...	9 47	12 51	8 2	...	...	...
...	From Novi			**Novi** ..... dep.	...	8 45	...	7 0	...	...	...
9¼	0 50	0 35	0 25	Pozzuolo	...	8 55	...	7 10	...	...	...
13¾	1 90	1 35	0 95	**Tortona** ..... arr.	a m	9 20	...	7 35	...	...	...
13¼	2 20	1 55	1 10	**Tortona** ..... dep.	7 40	10 5	1 8	8 20	...	...	...
19¼	3 10	2 15	1 55	Pontecurone	7 59	10 23	1 26	8 38	...	...	...
24½	3 90	2 75	1 95	Voghera	8 18	10 40	1 42	8 55	...	...	...
29¾	4 80	3 35	2 40	**Casteggio**	8 38	10 59	2 0	9 14	...	...	...
32	5 30	3 70	2 65	S. Giulietta	8 49	11 9	2 10	9 24	...	...	...
37¼	6 0	4 20	3 00	Broni	9 5	11 24	2 25	9 39	...	...	...
39¾	6 40	4 50	3 20	**Stradella**	9 24	11 34	2 35	9 49	...	...	...
...	...	...	...	Arena Po	9 34	11 44	2 45	9 59	...	...	...
...	...	...	...	Castel S. Giovanni	9 50	12 0	3 0	10 15	...	...	...
...	...	...	...	**San Nicolo** ..... arr.	10 17	12 27	3 27	10 42	...	...	...

Eng. Miles	Fares. 1 cl	2 cl	3 cl.	Stations.	Trains. 1	2	3	4	5	6	7
Dis	fr. c	fr. c	fr. c.		a.m.	a.m.	p.m.				
...	...	...	...	**San Nicolo** ..... dep.	5 12	8 27	3 27	...	...	...	...
...	...	...	...	Castel S Giovanni	5 40	8 55	3 55	...	...	...	...
...	...	...	...	Arena Po	5 55	9 10	4 10	...	...	...	...
From Stradella.				**Stradella**	6 10	9 25	4 25	...	...	...	...
2¼	0 10	0 30	0 20	Broni	6 19	9 33	4 34	...	...	...	...
6¾	1 10	0 75	0 55	S. Giulietta	6 34	9 46	4 49	...	...	...	...
10	1 60	1 10	0 80	**Casteggio**	6 44	9 54	4 59	...	...	...	...
15¼	2 50	1 75	1 25	Voghera	7 5	10 12	5 20	...	...	...	...
20¼	3 30	2 30	1 65	Pontecurone	7 21	10 24	5 36	...	...	...	...
27	4 20	2 95	2 10	**Tortona** ..... arr.	7 40	10 45	5 55	...	...	...	...
From Tortona.				**Tortona** ..... dep.	7 45	...	6 5	...	...	...	...
3	1 50	1 5	0 75	Pozzuolo	8 10	...	6 30	...	...	...	...
11¾	1 90	1 35	0 95	**Novi** ..... arr.	8 20	...	6 40	...	...	...	...
31	5 0	3 50	2 50	S. Giuliano	7 56	11 1	6 11	...	...	...	...
39¾	6 40	4 50	3 20	**Alessandria** ..... arr.	8 20	11 25	6 35	...	...	...	...

ALESSANDRIA AND ACQUI.

[22-10

Eng. Miles	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5	6	7
Dis.	fr. c.	fr. c.	fr. c.		a.m	p.m.	p.m.				
—	—	—	—	**Alessandria** ..... dep.	8 55	1 50	7 25	...	...	...	...
5	0 80	0 55	0 40	Cantalupo	9 8	2 2	7 38	...	...	...	...
6¾	1 10	0 75	0 55	Borgoratto	9 15	2 10	7 45	...	...	...	...
8¾	1 40	1 0	0 70	Gamalero	9 21	2 16	7 51	...	...	...	...
10	1 60	1 10	0 80	Sezzè	9 26	2 21	7 56	...	...	...	...
13¾	2 20	1 55	1 10	Cassine	9 39	2 34	8 9	...	...	...	...
17¼	2 80	1 95	1 40	Strevi	9 52	2 47	8 22	...	...	...	...
21	3 10	2 40	1 70	**Acqui** ..... arr.	10 5	3 0	8 35	...	...	...	...

Eng. Miles	Fares. 1 cl.	2 cl	3 cl.	Stations.	Trains. 1	2	3	4	5	6	7
Dis.	fr. c.	fr. c	fr. c.		a m.	a.m.	p.m.				
—	—	—	—	**Acqui** ..... dep.	6 20	10 35	3 30	...	...	...	...
4¼	...	..	...	Strevi	6 32	10 47	3 42	...	...	...	...
8	...	...	...	Cassine	6 44	10 59	3 54	...	...	...	...
11¼	1 90	1 35	0 95	Sezzè	6 55	11 10	4 5	...	...	...	...
13	2 10	1 45	1 5	Gamalero	7 0	11 15	4 10	...	...	...	...
14½	2 30	1 60	1 15	Borgoratto	7 6	11 21	4 16	...	...	...	...
16¾	2 70	1 90	1 35	Cantalupo	7 12	11 27	4 22	...	...	...	...
21	3 40	2 40	1 70	**Alessandria** ..... arr.	7 25	11 40	4 35	...	...	...	...

ALESSANDRIA, MORTARA, VIGEVANO, AND ARONA.

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. [22-10					
					* | †	2	‡ 3	4	5	6
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	p.m.	p.m.		
—	—	—	—	**Alessandria** .. ..dep.	4 40	9 10	12 25	6 35	...	...
...	0 90	0 65	0 45	Valmadonna	...	9 23	12 38	...	...	...
...	1 40	1 0	0 70	Valenza (T. 2060 metres.).....	5 8	9 35	12 50	7 0	...	...
...	2 10	1 45	1 5	Torreberetti	5 21	9 44	12 59	7 9	...	...
...	2 70	1 90	1 35	Sartirana.....	5 35	9 53	1 8	7 18	...	...
..	2 90	2 5	1 45	Valle	5 45	10 1	1 16	7 26	...	...
...	3 70	2 60	1 85	Olevano	...	...	...	...	...	...
25	4 10	2 85	2 5	**Mortara**..... .....arr	6 12	10 23	1 38	7 48	...	...
...	From	Mor	tara.	Mortara .....dep.	7 10	10 30	2 45	7 55	...	...
8	1 30	0 90	0 50	**Vigevano** .....arr.	...	...	...	...	...	...
...	...	...	...	**Mortara** ....dep	6 12	10 23	1 38	7 48	...	...
...	4 90	3 45	2 45	Borgo-Lavezzaro	6 27	10 31	1 49	7 59	...	...
..	5 40	3 80	2 70	Vespolate	6 40	10 42	1 57	8 7	...	...
41	6 60	4 60	3 30	**Novara**	7 15	11 5	2 20	8 30	...	...
...	8 20	5 75	4 10	Oleggio	7 45	11 34	2 48	8 58	...	...
...	9 30	6 50	4 65	Borgo Ticino	8 10	11 53	3 8	9 18	...	...
63	10 20	7 15	5 10	**Arona** .....arr	8 30	12 5	3 20	9 30	...	...

Dis.	fr. c.	fr. c.	fr. c.		‡ 1	2	* 3 †	4	5	6
					a.m.	a.m.	p.m	p m		
—	—	—	—	**Arona** .....dep.	5 25	8 40	12 15	3 45	...	...
...	1 0	0 70	0 50	Borgo Ticino	5 39	8 54	12 34	3 59	...	...
...	2 10	1 45	1 5	Oleggio	5 56	9 10	1 0	4 15	...	...
22	3 70	2 60	1 85	**Novara**	6 25	9 38	1 38	4 43	...	...
...	5 0	3 50	2 50	Vespolate	6 42	9 55	2 0	5 0	...	...
...	5 40	3 80	2 70	Borgo-Lavezzaro	6 50	10 3	2 12	5 8	...	...
38	6 20	4 35	3 10	**Mortara** ....arr	7 5	10 18	2 38	5 23	...	...
...	From	Vige	vano.	**Vigevano** ....dep	5 40	9 40	1 0	4 50	...	...
8	1 30	0 90	0 50	Mortara..... .....arr.	...	...	...	...	...	...
...	...	...	...	**Mortara**.....dep.	7 5	10 18	2 38	5 23	...	...
...	...	...	...	Olevano	...	...	...	...	...	...
...	7 40	5 20	3 70	Valle	7 24	10 36	2 59	5 41	...	...
...	7 60	5 30	3 80	Sartirana.....	7 32	10 44	3 16	5 49	...	...
...	8 20	5 75	4 10	Torreberetti	7 41	10 52	3 28	5 57	...	...
...	8 90	6 25	4 45	Valenza (T. 2060 metres.).....	7 53	11 3	3 42	6 8	...	...
...	9 40	6 60	4 70	Valmadonna	8 3	11 13	3 54	...	...	...
63	10 20	7 15	5 10	**Alessandria**..... .....arr.	8 15	11 25	4 10	6 30	...	...

* Mixed Trains—2nd & 3rd class only. † Stops every Tuesday at Bellinzago and Varallo-Pombia; and on Mondays and Fridays at Olevano. ‡ Stops on Mondays andThursdays at Bellinzago and Varallo-Pombia; and on Sundays also, at Bellinzago.

Section XVI.—Italian Railways.

Lombardo-Venetian and Central Italian Railway.—MILAN TO MAGENTA.—Strade Ferrate Lombardo Venete e dell'Italia Centrale. [6869

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4
Dis.	l. c.	l. c.	l. c.	VERONA (p. 160)	a.m.	a.m.	p.m.	p m.
—	—	—	—	**Milan** (P.N'ova)	3 40	8 35	1 5	6 55
...	...	...	...	Musocco	...	...	...	...
...	...	...	...	Rho	4 6	9 1	1 31	4 21
...	...	...	...	Vittuone	4 20	9 15	1 45	4 35
...	...	...	...	**Magenta** ...arr.	4 40	9 35	2 5	4 55
...	...	...	...	TURIN (p. 160)	9 40	1 35	...	9 15

Eng. Mls.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4
Dis.	l. c.	l. c.	l. c.		a.m.	a.m.	a.m.	p.m.
—	—	—	—	TURIN .....dep.	5 20	8 0	1 5	5 40
...	...	...	...	**Magenta** ...dep.	9 26	11 0	5 50	9 50
...	...	...	...	Vittuone	9 38	11 52	6 2	10 2
...	...	...	...	Rho	9 54	12 8	6 18	10 18
..	...	...	...	Musocco	...	...	...	...
...	...	...	...	**Milan** (P.N'ova)	10 16	12 36	6 40	10 40

NOTE.—Omnibuses run in connection with the Trains between Magenta and Ticino.

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Alexandria and Cairo..... Page 175

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VENICE TO TREVISO AND CASARSA.

[24-9—6869

Miles Eng.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4
Dis.	fl. s.	fl. s.	fl. s.		a.m.	noon	p.m.	p.m.
—	—	—	—	**Venice**.....dep.	7 20	12 0	5 5	7 40
5½	0 35	0 26	0 18	Mestre.....	7 41	12 21	5 26	8 1
11½	0 79	0 59	0 41	Mogliano.....	7 57	12 37	5 42	8 17
14½	0 97	0 73	0 51	Preganziol	8 7	12 47	5 52	8 27
18	1 28	0 96	0 67	**Treviso**	8 25	1 5	6 12	8 39
22½	1 54	1 16	0 81	Lancenigo	8 38	1 18	6 25	
26½	1 89	1 42	0 99	Spresiano	9 0	1 37	6 44	Stop
29½	2 11	1 58	1 10	Piave	9 15	1 52	6 59	
34½	2 46	1 85	1 29	Conegliano	9 32	2 16	7 16	...
39½	2 82	2 11	1 47	Pianzano	9 46	2 30	7 30	...
45½	3 21	2 41	1 68	Sacile	10 2	2 46	7 46	...
53	3 78	2 84	1 98	Pordenone	10 25	3 9	8 9	...
62½	4 44	3 33	2 32	**Casarsa** .....arr.	10 47	3 31	8 31	...

Miles Eng.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4
Dis.	fl. s.	fl. s.	fl. s.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Casarsa** ..... dep.	..	7 15	1 0	4 0
10	0 66	0 50	0 35	Pordenone	..	7 40	1 25	4 25
17¼	1 23	1 92	0 64	Sacile	..	8 1	1 46	4 46
23⅓	1 63	1 22	0 85	Pianzano	..	8 17	2 2	5 2
28	1 98	1 49	1 4	Conegliano	..	8 35	2 20	5 20
32⅝	2 33	1 75	1 22	Piave	..	8 49	2 34	5 34
36½	2 55	1 91	1 33	Spresiano.....	..	9 1	2 46	5 46
41	2 90	2 18	1 52	Lancenigo	..	9 15	3 0	6 0
44¾	3 17	2 38	1 66	**Treviso**	6 46	9 33	3 18	6 18
49	3 48	2 61	1 82	Preganziol	6 59	9 46	3 31	6 31
51½	3 65	2 74	1 91	Mogliano	7 9	9 56	3 [illegible]	6 41
57¼	4 9	3 7	2 14	Mestre	7 30	10 17	4 [illegible]	7 2
62¾	4 44	3 33	2 32	**Venice** .....arr.	7 45	10 32	4 17	7 17

VERONA to ROVEREDO. TRIENT. and BOTZEN.

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Miles Eng.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4
Dis.	fl. s.	fl. s.	fl. s.		a.m.	p.m.		
—	—	—	—	**Verona** Porta Vescovo .....dep.	6 35	2 41	...	...
...	0 31	0 23	0 16	„ Porta Nuovo.....arr.	6 43	2 52	...	...
...	...	...	...	„ „ .....dep.	6 46	2 54	...	...
...	0 53	0 40	0 28	Parona.....	7 8	3 18	...	...
...	0 75	0 56	0 39	Pescantina.....	7 25	3 35	...	...
...	1 0	0 76	0 53	Domegliara	7 40	3 51	...	...
...	1 28	0 96	0 67	Ceraino	7 53	4 10	...	...
...	1 76	1 32	0 92	Peri	8 12	4 31	...	...
...	2 20	1 65	1 15	Avio	8 29	4 57	...	...
...	2 42	1 82	1 27	**Ala** .....arr.	8 41	...	...	...
...	...	...	...	„ .....dep.	8 45	5 18	...	...
...	2 95	2 21	1 54	Mori	9 10	5 48	...	...
...	3 12	2 34	1 63	**Roveredo** .....arr.	9 22	6 3	...	...
...	...	...	...	„ .....dep.	9 30	6 18	...	...
...	3 48	2 61	1 82	Calliano	9 47	6 37	...	...
...	3 83	2 87	2 6	Mattarello	10 2	6 55	...	...
...	4 18	3 14	2 19	**Trient** .....arr.	10 17	7 14	...	...
...	...	...	...	„ .....dep.	10 25	7 29	...	...
...	4 58	3 43	2 39	Lavis	10 47	7 53	...	...
...	4 88	5 66	2 55	S. Michele	11 1	8 19	...	...
...	5 24	3 93	2 74	Salorno	11 17	8 36	...	...
...	5 63	4 22	2 94	Neumarkt	11 37	8 56	...	...
...	5 90	4 42	3 3	Auer.....	11 51	9 12	...	...
.	6 12	4 59	3 20	Branzoll	12 2	9 25	...	...
...	6 60	4 95	3 45	**Botzen** .....arr.	12 25	9 53	...	...

Miles Eng.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4
Dis.	fl. s.	fl. s.	fl. s.		a.m.	p.m.		
—	—	—	—	**Botzen** .....dep.	6 0	3 0	...	...
0 48	0 36	0 25		Branzoll	6 21	3 23	...	...
0 70	0 53	0 37		Auer.....	6 32	3 36	...	...
0 97	0 73	0 51		Neumarkt	6 46	3 50	...	...
1 36	1 2	0 71		Salorno	7 6	4 10	...	...
1 72	1 29	0 90		S. Michele	7 22	4 36	...	...
2 2	1 52	1 6		Lavis	7 36	4 53	...	...
2 42	1 82	1 27		**Trient** .....arr.	7 56	5 12	...	...
...	...	...		„ .....dep.	8 4	5 27	...	...
2 77	2 8	1 45		Mattarello	8 20	5 44	...	...
3 22	2 34	1 68		Calliano	8 30	6 2	...	...
3 48	2 61	1 82		**Roveredo** .....arr.	8 53	6 18	...	...
...	...	...		„ .....dep.	9 1	6 33	...	...
3 65	2 74	1 91		Mori	9 11	6 45	...	...
4 18	3 14	2 19		**Ala** .....arr.	...	...	...	...
...	...	...		„ .....dep.	9 35	7 15	...	...
4 40	3 30	2 30		Avio	9 45	7 32	...	...
4 84	3 63	2 53		Peri	10 2	7 53	...	...
5 25	3 96	2 76		Ceraino	10 21	8 19	...	...
5 50	4 19	2 92		Domegliara	10 38	8 38	...	...
5 85	4 39	3 6		Pescantina.....	10 50	8 53	...	...
6 7	4 55	3 17		Parona.....	11 1	9 5	...	...
6 47	4 65	3 39		**Verona** Porta Nuova .....arr.	11 21	9 29	...	...
...	...	...		„ „ .....dep.	11 24	9 31	...	...
6 60	4 95	3 45		„ Porta Vescovo.....arr.	11 32	9 42	...	...

Note.—A Malleposte runs between Botzen and Innsbruck, in correspondence with the Trains each way, in 16 hours.

¶ The new Florin is equal to 100 soldi, or 2 francs, 1s. 8d.

VENICE TO VERONA, MANTUA, BERGAMO, TREVIGLIO, MILAN, MONZA, AND CAMERLATA (COMO). [6869

Engl. Dis.	Ital. Dis.	¶ Fares. 1 cl. fl. s.	2 cl. fl. s.	3 cl. fl. s.	Stations.	1	2	3	4	5	6	7	8
						a. m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	
		—	—	—	**Venice** ..... dep.	..		5 45	10 18	4 40	7 54	..	..
5	8	0 39	0 26	0 18	Mestre	..		6 5	10 39	5 1	8 15	..	..
11½	18½	0 79	0 59	0 41	Marano	..		6 20	10 54	5 17	8 30	..	..
13¾	22	0 92	0 69	0 48	Dolo	..		6 29	11 3	5 27	8 42	..	..
19¾	31½	1 36	1 2	0 71	Ponte di Brenta	..		6 47	11 21	5 46	9 0	..	..
23	37	1 64	1 22	0 85	**Padua**	•		7 7	11 41	6 11	9 10	..	..
32½	52	2 29	1 72	1 20	Pojana	..		7 30	12 4	6 35	Stop	..	..
42½	68	2 95	2 21	1 54	**Vicenza**	..		8 0	12 34	7 10		..	..
46½	74½	3 30	2 48	1 71	Tavernello	..		8 15	12 49	7 25		..	..
52	83½	3 65	2 74	1 91	Montebello	..		8 32	1 6	7 42		..	..
55½	89	3 92	2 94	2 5	Lonigo	..		8 43	1 17	7 53		..	..
59	94½	4 18	3 14	2 19	San Bonifacio	..		8 54	1 31	8 4		..	..
64¾	103½	4 53	3 40	2 37	Caldiero	..		9 10	1 47	8 20		..	..
68½	109½	4 80	3 60	2 51	S. Martino	..		9 22	1 59	8 32		..	..
72	115	5 6	3 80	2 65	**Verona** (P. Vescovo) ....arr.	..		9 34	2 11	8 44		..	..
74½	119	5 19	3 89	2 71	,, (P. Nuova) .....arr	..		10 3	2 40			..	..
		From Verona Porta Vescovo								Stop			
					Verona (P. Vescovo) dep	a.m. 6 0		a.m. 10 15	..	..		p.m. 6 0	..
1½	2	0 31	0 23	0 16	,, (P. Nuova)	6 11		10 26	..	..		6 11	..
6½	10	0 44	0 33	0 23	Dossobuono	6 25		10 41	..	..		6 25	..
11½	18	0 75	0 56	0 39	Villafranca	6 38		10 59	..	..		6 38	..
14½	23	0 97	0 73	0 51	Mozzecane	6 49		11 11	..	..		6 49	..
18	29	1 28	0 96	0 67	Roverbella	7 2		11 25	..	..		7 2	..
23	37	1 58	1 19	0 83	**Mantua** .....arr.	7 15		10 39	..	..		7 15	..
						Stop						Stop	
								a.m.	p.m.	p.m.			
..	..	From Venice			**Verona** (P. Vescovo) ....dep	...		9 54	2 31	..			
..	..	..	..	..	,, (P. Nuova) .....dep,	...		10 5	2 42	..		..	
80⅜	129	5 72	4 20	2 99	Sommacampagna (Tunnel.)	...		10 26	3 3	..		..	
85	136½	6 3	4 52	3 15	Castelnuovo	...		10 40	3 17	..		..	
88	141½	6 20	4 65	3 24	**Peschiera**†	...		10 49	3 26	..		..	
93	149½	..	..	..	Pozzolengo	a.m.		..	Stop	..		..	
96⅜	154½	6 82	5 12	3 57	**Desenzano**†	4 48		12 16		5 2		..	
99½	159½	7 4	5 28	3 68	**Lonato** (Tunnel 200 lin. m.) ..	5 6		12 32		5 18		..	
103	165½	7 30	5 48	3 82	Ponte S. Marco	5 17		12 43	..	5 29		..	
108½	174	7 70	5 78	4 3	Rezzato	5 30		12 56	..	5 42		..	
114	183	8 5	6 4	4 21	**Brescia**	5 53		1 17	..	6 8		..	
121	194	8 54	6 40	4 46	Ospedaletto	6 12		1 38	..	6 22		..	
125½	201	8 8	6 67	4 65	**Coccaglio**	6 29		1 52	..	6 36		..	
130¾	209½	9 24	6 93	4 85	Palazzolo	6 44		2 7	..	6 51		..	
137½	220½	9 72	7 29	5 8	Gorlago	7 10		2 33	..	7 17		..	
143¾	230½	10 21	7 66	5 34	**Bergamo** .....arr.	7 37		3 0	..	7 44		..	
..	..	..	..	..	,, ...dep.	7 47		3 7	..	7 52		..	
150½	241	10 65	7 99	5 57	Verdello	8 3		3 23	..	8 8		..	
156⅝	251	11 9	8 32	5 80	**Treviglio**	8 22		3 40	..	8 24		..	
161½	258½	11 35	8 51	5 93	Cassano	8 35		3 52	..	8 37		..	
166½	266½	11 66	8 75	6 10	Melzo	8 49		4 6	..	8 51		..	
170½	273	12 1	9 1	6 28	Limito	9 2		4 17	..	9 4		..	
176	282	12 41	9 31	6 49	**Milan** .....arr.	9 17	a.m.	4 34	..	9 19	p.m.	p.m.	..
		From Milan.			,, ...dep.	10 0	5 45		..		3 0	6 30	..
4½	7	0 31	0 23	0 16	Sesto San Giovanni	10 11	5 56	Stop	..	Stop	3 11	6 41	..
8	13	0 57	0 43	0 30	**Monza**	10 23	6 8		..		3 23	6 53	..
11½	18	0 84	0 63	0 44	Desio	10 36	6 21	..	..	..	3 36	7 6	..
14½	23	0 97	0 73	0 51	Seregno	10 44	6 29	..	..	..	3 44	7 14	..
18	29	1 23	0 92	0 64	Cantnago	10 55	6 40	..	..	..	3 55	7 25	..
24½	39	1 67	1 25	0 87	Cucciago (Tunnel 300 lin. m.).	11 11	6 56	..	..	..	4 11	7 41	..
28	45	1 94	1 45	1 1	**Camerlata** .....arr.	11 21	7 6	..	..	..	4 21	7 51	..

Extra Trains.—From Milan to Monza, at 7.45 a.m., and 4.30 p.m.

Remarks.—Luggage: 40 lbs of Luggage are allowed to passengers of all classes, free of charge.

† On the Largo di Garda.

¶ The new florin is equal to 100 soldi, or 2 francs, 1s. 8d.

CAMERLATA, (COMO), MONZA, MILAN, TREVIGLIO, BERGAMO, VERONA, MANTUA, AND VENICE.

[24-9—6869

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5	6	7	8	9
Dis.	fl. s.	fl. s.	fl. s.		a.m.	noon.	a.m.	a.m.	p. m.	p.m	p.m.		
—	—	—	—	**Camerlata** ....dep.	..	12 0	..	7 30	..	4 45	8 15	..	..
3¾	0 31	0 23	0 16	Cucciago [T. 300 lin. m.] ..	..	12 10	..	7 40	..	4 55	8 25	..	..
10	0 70	0 53	0 37	Camnago	..	12 25	..	7 55	..	5 10	8 40	..	..
14½	0 97	0 73	0 51	Seregno	..	12 34	..	8 4	..	5 19	8 49	..	..
16	1 10	0 83	0 58	Desio	..	12 42	..	8 12	..	5 27	8 57	..	
19¾	1 36	1 2	0 71	**Monza**	..	12 55	..	8 25	..	5 38	9 8	..	
23½	1 63	1 22	0 85	Sesto San Giovanni	..	1 6	..	8 36	..	5 51	9 21	..	
28	1 94	1 43	1 1	**Milan** .....arr.	..	1 16	..	8 46	..	6 1	9 31	..	
From		Milan		,, ...dep.	6 0		..	10 37	6 0			..	
6¾	0 44	0 33	0 23	Limito.....	6 16	Stop	..	10 53	6 16	Stop	Stop	..	
11½	0 75	0 56	0 29	Melzo	6 29		..	11 6	6 31			..	
15½	1 10	0 83	0 58	Cassano	6 42	..	..	11 19	6 45	..	..	..	
19¾	1 32	0 99	0 69	**Treviglio**	6 56	..	..	11 33	7 2	..	..	..	
26	1 76	1 32	0 92	Verdello	7 21	..	..	11 58	7 27	..	..	..	
32¾	2 24	1 68	1 17	**Bergamo** ..... arr.	7 47	..	..	12 24	7 53	..	..	..	
..	..	..	..	,, ...dep.	7 55	..	..	12 32	8 3	..	..	..	
39¾	2 73	2 5	1 43	Gorlago	8 16	..	..	12 53	8 26	..	..	..	
45¾	3 17	2 38	1 66	Palazzolo	8 36	..	..	1 13	8 48	..	..	..	
50¾	3 52	2 64	1 84	**Coccaglio**.....dep.	8 49	..	..	1 26	9 4	..	..	..	
55½	3 87	2 90	2 2	Ospedaletto	9 2	..	..	1 39	9 17	..	..	..	
62¾	4 36	3 27	2 28	**Brescia**	9 26	..	..	2 12	9 40	..	..	..	
68½	4 75	3 56	2 48	Rezzato	9 39	..	..	2 26	9 55	..	..	..	
73½	5 10	3 83	2 67	Ponte S. Marco	9 54	..	..	2 40	10 10	..	..	..	
77½	5 41	4 6	2 73	**Lonato** (T. 200 lin.m.)....	10 7	..	..	2 53	10 23	..	..	..	
80	5 59	4 19	2 92	**Desenzano**†	10 16	..	..	3 22	10 32	..	..	..	
83¾	..	..	..	Pozzolengo		..	10 50	3 33		..	..	..	
88¾	6 20	4 65	3 24	**Peschiera** †.....	Stop	..	11 37	4 23	Stop	..	..	..	..
91¾	6 42	4 82	3 36	Castelnuovo (T. 48 lin.m) ..		..	11 59	4 36		..	..	..	..
96	6 73	5 5	3 52	Sommacompagna	..	..	12 7	4 52	..	..	..	..	..
103	7 22	5 41	3 77	**Verona** (P. Nuova) ..arr.	..	..	12 24	5 10	..	..	..	..	..
104¾	7 35	5 51	3 84	,, (P. Vescovo) arr.	..	..	12 34	5 20	..	..	..	..	..
From		Mantua.					a.m.	p.m.	p.m.				
—	—	—	—	**Mantua** .....dep.	..	..	8 0	12 40	8 0	..	..	..	..
5	0 31	0 23	0 16	Roverbella	..	..	8 15	12 55	8 15	..	..	..	..
8¾	0 62	0 46	0 32	Mozzecane	..	..	8 29	1 9	8 29	..	..	..	..
12½	0 84	0 63	0 44	Villafranca.....	..	..	8 41	1 25	8 41	..	..	..	..
14¾	1 14	0 86	0 60	Dossobuono	..	..	8 55	1 39	8 55	..	..	..	..
21½	1 45	1 9	0 76	**Verona** (P. Nuova) arr.	..	..	9 9	1 53	9 9	..	..	..	..
23	1 58	1 19	0 83	,, (P. Vescova) arr.	..	..	9 20	2 4	9 20	..	..	..	..
From		Milan.				a m.	p,m.	p.m.					
103	..	..	..	**Verona** (P. Nuova) ..dep.	..	..	12 26	5 12	..	..		..	..
104¾	..	..	..	,, (P. Vescovo) dep.	..	7 24	12 54	5 40	..	..		..	..
108¾	7 61	5 71	3 98	S. Martino	..	7 36	1 6	5 52	..	..		..	..
112¾	7 88	5 91	4 12	Caldiero	..	7 48	1 18	6 4	..	..		..	..
117¾	8 27	6 20	4 32	San Bonifacio	..	8 2	1 32	6 18	..	..		..	..
121	8 54	6 40	4 46	Lonigo	..	8 13	1 43	6 29	..	..		..	..
124¾	8 76	6 57	4 58	Montebello	..	8 31	1 58	6 44	..	..		..	..
130¾	9 15	6 86	4 78	Tavernelle	..	8 46	2 12	6 58	..	..		..	..
134¾	9 46	7 0	4 95	**Vicenza**.....	..	9 5	2 32	7 18	..	..		..	..
144¾	10 16	7 62	5 31	Pojana.....	a.m.	9 32	2 55	7 41	..	..		..	..
153	10 78	8 9	5 64	**Padua**	5 55	10 6	3 27	8 13	..	..		..	..
156¾	11 4	8 28	5 77	Ponte di Brenta	6 9	10 21	3 41	8 27	..	..		..	..
163	11 48	8 61	6 0	Dolo.....	6 28	10 38	3 57	8 43	..	..		..	..
165¾	11 66	8 75	6 10	Marano	6 38	10 53	4 7	8 53	..	..		..	..
171	12 6	9 4	6 30	Mestre.....	6 59	11 16	4 30	9 16	..	..		..	..
176	12 41	9 31	6 49	**Venice** .....arr.	7 14	11 31	4 45	9 31	.	..		..	..

Extra Trains.—From Monza to Milan, at 10.40 a.m.; and 8.0 p.m.

†On the Largo di Garda.

¶ The new florin is equal to 100 soldi, or 2 francs, 1s. 8d.

LEGHORN TO FLORENCE.—Strada Ferrata Leopolda. [8-10

ASINALUNGA, SIENNA, and EMPOLI.—Strada Ferrata Centrale Toscana.

Engl. Miles	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. *1	2	3	*4	†5	6	7
Dis	Cr.	Cr.	Cr.		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Leghorn** .....dep.	4 0	6 30	10 10	2 0	2 0	4 40	7 15
9½	20	16	8	**Pisa**	4 50	7 3	10 43	2 33	2 30	5 13	7 45
...	28	18	12	Navacchio	5 19	7 18	10 58	2 48		5 28	
18	32	24	14	Cascina	5 30	7 26	11 6	2 56	Stop	5 36	Stop
...	40	36	20	**Pontedera**	5 50	7 40	11 20	3 10		5 50	
...	44	36	22	La Rotta	...	7 50	11 30	3 20	...	6 0	...
29½	52	40	26	S. Romano	6 20	8 3	11 43	3 35	...	6 13	...
...	60	44	32	S. Piemno	6 40	8 13	11 53	3 43	...	6 23	...
...	...	...	...	**Asinalunga**dep	...	...	‡8 10	...	...	2 25	...
...	...	...	...	Lucignano	...	...	8 25	...	...	2 40	...
..	...	...	...	Rapolano	...	...	8 45	...	...	3 5	...
...	...	...	...	Asciano	...	...	9 0	...	...	3 20	...
...	...	...	...	**Sienna** .....arr.	...	a.m.	10 0	...	...	4 20	...
...	Fro m Si		enna	,, ...dep.	...	6 10	10 10	...	...	4 30	...
15	32	21	18	Poggibonsi	...	7 0	11 0	...	...	5 20	...
21½	48	32	28	Certaldo	...	7 20	...	...	...	5 40	...
26	60	40	36	Castel-Fiorentino	...	7 35	...	...	...	5 55	...
...	...	...	...	Osteria Bianca ...	...	7 50	...	...	...	6 10	...
36	72	52	46	**Empoli**... . arr.	...	8 0	11 35	...	...	6 20	...
38½	68	52	38	**Empoli** .....dep.	7 0	9 35	12 15	4 5	...	6 45	...
...	76	60	40	Montelupo	7 20	8 45	12 26	4 16	...	6 56	...
45	88	68	46	Signa	7 40	9 3	12 43	4 33	...	7 13	...
...	...	72	48	S Donnino	8 13	9 15	12 55	4 45	...	7 25	...
54	100	80	52	**Florence** .....arr.	8 40	9 30	1 10	5 0	...	7 40	...

Stations.	Trains. 1	*2	3	4	†5	*6	7
	a.m.	a m.	a.m.	a.m.	p.m.	p.m.	p.m.
Florence.....dep.	...	4 0	7 5	11 0	...	2 15	5 25
S. Donnino.....	...	4 20	7 20	11 15	...	2 30	5 40
Signa	...	4 40	7 30	11 25	...	2 40	5 50
Montelupo	...	5 10	7 50	11 45	...	3 0	6 10
Empoli ...a.....arr.	...	5 30	8 5	12 0	...	3 15	6 25
Empoli ...dep.	...	...	8 45	12 20	...	...	6 55
Osteria Bianca ...	...	...	8 55	12 30	...	...	7 5
Castel-Fiorentino	...	...	9 15	12 50	...	...	7 25
Certaldo	...	...	9 30	1 5	...	...	7 40
Poggibonsi.....	...	...	10 0	1 30	...	...	8 5
Sienna .....arr.	...	...	10 55	2 25	...	...	9 0
,, ...dep	§5 55	...	11 10		...	...	
Asciano	7 0	...	12 10	...	...	...	...
Rapolano	7 15	...	12 25	...	...	...	...
Lucignano	7 38	...	12 48	...	...	...	...
Asinalunga arr	7 50	...	1 0	...	...	...	...
S Piemno .....dep.	..	6 0	5 19	12 14	...	3 29	6 39
S. Romano	...	6 20	8 31	12 26	...	3 41	6 51
La Rotta	...	...	8 44	12 39	...	3 54	7 4
Pontedera.....	...	7 0	8 55	12 50	...	4 5	7 15
Cascina	...	7 20	9 8	1 3	...	4 18	7 28
Navacchio	a m.	7 45	9 19	1 14	p.m.	4 29	7 39
Pisa	7 30	8 15	9 35	1 30	4 30	4 45	7 55
Leghorn .....arr.	8 0	8 50	10 5	2 0	5 0	5 15	8 25

* Do not run on Festival Days. † Run on Festival Days only. ‡ Leaves an hour later on Festival Days, and does not proceed beyond Sienna. § Leaves an hour later on Festival Days.

Remarks.—The Sienna and Empoli Line being now extended to Asinalunga, on the road towards Rome, reduces the distance to that City to twenty hours' posting.

¶ The franc is equal to 100 centimes, or 9½d. The Tuscan lira is equal to 1½ paul, or 12 crazias; 1 crazia about ½ of a penny.

PIACENZA, PARMA, MODENA, and BOLOGNA. [6869

Engl. Miles	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4
Dis.	fl. s.	fl. s	fl. s.		a m.	p.m		
—	—	—	—	**Piacenza** .....dep.	5 25	12 55	...	...
...	...	...	...	Pontenuve	5 43	1 13	...	...
...	...	...	...	Firensuola	6 7	1 37	...	...
...	...	...	...	Alseno	6 23	1 53	...	...
...	...	...	...	Borgo S. Donino	6 37	2 7	...	...
...	...	...	...	Castelguelfo	6 56	2 26	...	...
...	...	...	...	**Parma**.....	7 31	2 59	...	...
...	...	...	...	S. Flavio.....	7 51	3 19	...	...
...	...	...	...	Reggio...	8 32	4 0	...	...
...	...	...	...	**Modena**	9 28	4 54	...	...
...	...	...	...	Castelfranco	10 5	5 36	...	...
...	...	...	...	Sanioggia	10 20	5 51	...	...
...	...	...	...	Lavino.....	10 36	6 7	...	...
...	...	...	...	**Bologna** .....arr.	10 53	6 24	...	...

Engl. Miles	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4
Dis.	fl. s.	fl. s.	fl. s.		a.m.	p.m.		
—	—	—	—	**Bologna** .....dep.	6 0	1 30	...	...
...	...	...	...	Lavino.....	6 20	1 50	...	...
...	...	...	...	Sanioggia	6 36	2 6	...	...
...	...	...	...	Castelfranco	6 53	2 23	...	...
...	...	...	...	**Modena**	7 26	2 54	...	...
...	...	...	...	Reggio.....	8 22	3 50	...	...
...	...	...	...	S. Flavio.....	8 54	4 22	...	...
...	...	...	...	**Parma**	9 24	4 50	...	...
...	...	...	...	Castelguelfo	9 49	5 15	...	...
...	...	...	...	Borgo S. Donino	10 10	5 36	...	...
...	...	...	...	Alseno.....	10 24	5 50	...	...
...	...	...	...	Firensuola	10 40	6 6	...	...
...	...	...	...	Pontenuve	11 3	6 29	...	...
...	...	...	...	**Piacenza**.....arr.	11 19	6 45	...	...

VERCELLI TO VALENZA. [24-10

Engl. Miles	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4	5	6	7	8
Dis.	fl. s.	fl. s.	fl. s.	[NO TUNNELS.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Vercelli**.....dep.	6 20	8 35	11 50	3 20	7 55	...	...	...
0 80	0 80	0 60	0 40	Asigliano	6 32	8 47	12 2	3 32	8 7	...	...	...
1 60	0 80	0 60	0 40	Perbenco	6 40	8 55	12 10	3 40	8 15	...	...	...
2 80	1 20	0 85	0 60	Balsola.....	6 50	9 5	12 20	3 50	8 25	...	...	...
4 00	1 75	1 15	0 85	Casale	7 0	9 15	12 30	4 0	8 35	...	...	...
4 80	2 00	1 35	1 00	Borgo S. Martino	7 10	9 25	12 40	4 10	8 45	...	...	...
5 45	2 25	1 55	1 15	Charlo	7 18	9 33	12 48	4 18	8 53	...	...	...
6 15	2 75	1 85	1 35	Valenza	7 27	9 42	12 57	4 27	9 2	...	...	...
8 15	3 10	2 10	1 50	.....arr.	7 40	10 0	1 10	4 40	9 15	...	...	...

FLORENCE to PISTOJA, Maria Antonia Railway, PISTOJA to LUCCA and PISA, Strade Ferrate Lucchese. [9-10

Eng. Mls.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4	5	6
Dis.	Cr.	Cr.	Cr.		a. m.	a. m.	a. m.	p. m.	p. m.	p. m.
—	—	—	—	Maria Antonia Railway. **Florence** ....dep.	...	7 5	9 45	...	3 0	5 0
...	6	5	3	Rifredi	...	...	...	...	...	...
...	6	5	3	Castello	...	7 15	9 55	...	3 10	5 10
...	10	8	4	Sesto	...	7 25	10 5	...	3 20	5 20
...	16	12	6	Calenzano	...	7 35	10 15	...	3 30	5 30
11	20	14	10	**Prato**	...	7 45	10 25	...	3 40	5 40
...	30	22	15	S. Piero	...	8 0	10 40	...	3 55	5 55
21	40	28	20	**Pistoja**....arr.	...	8 15	10 55	...	4 10	6 10
—	...	...	...	Strade Ferrate Lucchese **Pistoja** ....dep.	a. m. 7 0	Stop	a. m. 11 0	p. m. ...	p. m. 4 15	Stop
...	...	...	...	Serravalle	7 10	...	11 10	...	4 25	...
...	...	...	...	**Pieve a Nievole**	7 20	...	11 20	...	4 35	...
...	...	...	...	**Montecatini**	7 25	...	11 25	...	4 40	...
...	...	...	...	Borgo-a-Buggiano	7 30	...	11 30	...	4 45	...
...	...	...	...	**Pescia**	7 40	...	11 40	...	4 55	...
...	...	...	...	S. Salvadore	...	...	...	...	...	...
...	...	...	...	Altopascio	7 55	...	11 55	...	5 10	...
...	...	...	...	Porcari	8 5	...	...	...	5 20	...
...	...	...	...	**Lucca** ....arr.	...	...	...	...	...	...
...	...	...	...	„ ....dep.	8 30	...	12 20	3 40	5 45	...
...	...	...	...	Ripafratta	8 45	...	12 35	3 55	6 0	...
...	...	...	...	Rigoli	8 50	...	...	4 0	6 5	...
...	...	...	...	S. Giuliano	8 55	...	12 40	4 5	6 10	...
...	...	...	...	**Pisa**....arr.	9 5	...	12 50	4 15	6 20	...

Eng. Mls.	Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4	5	6
Dis.	Cr.	Cr.	Cr.		a. m.	a. m.	a. m.	p. m.	p. m.	p. m.
—	—	—	—	Strade Ferrate Lucchese **Pisa** ....dep.	...	7 35	11 15	...	3 10	5 45
...	7	5	3	S. Giuliano	...	7 45	11 25	...	3 20	5 55
...	..	...	...	Rigoli	...	7 50	11 30	...	3 25	6 0
...	16	12	7	Ripafratta	...	7 56	11 35	...	3 30	6 5
12¾	27	20	12	**Lucca** ....arr.	...	...	11 50	...	...	...
...	...	...	...	„ ....dep.	...	8 20	Stop	...	3 45	6 25
...	...	...	...	Porcari	...	8 35		...	...	6 40
...	45	33	20	Altopascio	...	8 45		...	4 5	6 50
...	52	38	23	S. Salvadore	...	...	...	...	...	...
27½	58	42	26	**Pescia**	...	9 0	...	...	4 20	7 5
...	62	46	28	Borgo-a-Buggiano	...	9 10	...	...	4 30	7 15
31½	67	49	30	**Montecatini**	...	9 15	...	...	4 35	7 20
...	...	...	...	**Pieve-a-Nievole**	...	9 20	...	...	4 40	7 25
...	...	...	...	Serravalle	...	9 30	...	...	4 50	7 35
40	...	...	...	**Pistoja**....arr.	...	9 40	...	...	5 0	7 45
	From Pistoja				a. m	a. m.		p. m.	p. m.	Stop
...	—	—	—	Maria Antonia Railway. **Pistoja** ....dep.	7 10	9 50	...	1 0	5 5	
...	10	8	5	S. Piero	7 25	10 5	...	1 15	5 20	...
50	20	14	10	**Prato**	7 40	10 20	...	1 30	5 35	...
...	24	16	12	Calenzano	7 50	10 30	...	1 40	5 45	...
...	30	22	15	Sesto	8 0	10 40	...	1 50	5 55	...
...	34	26	18	Castello	8 10	10 50	...	2 0	6 5	...
...	40	28	20	Rifredi	...	...	...	...	...	...
61	40	28	20	**Florence** ....arr.	8 20	11 0	...	2 10	6 15	...

¶ The Franc is equal to 100 centimes, or 9½d. The Tuscan lira is equal to 1½ paul, or 12 crazias; 1 crazia about 5-8ths of a penny.

VALENZA TO VERCELLI. [22-10

Eng. Mls.	¶Fares. 1 Cl.	2 Cl.	3 Cl.	Stations. [NO TUNNELS.	Trains. 1	2	3	4	5
Dis.	fr. c.	fr. c.	fr. c.		a. m.	a. m.	p. m.	p. m.	p. m.
—	—	—	—	**Valenza** ....dep.	...	9 40	12 55	...	7 10
5	0 80	0 60	0 40	Giarole	...	9 52	1 7	...	7 22
7½	1 20	0 90	0 60	Borgo S. Martino	...	10 1	1 16	...	7 31
11	1 90	1 45	0 95	Casale	6 20	10 25	1 35	5 55	7 55
16	2 60	1 95	1 30	Balzola	6 31	10 36	1 46	6 6	8 6
19½	3 10	2 35	1 55	Pertengo	6 41	10 46	1 56	6 16	8 17
21½	3 50	2 65	1 75	Asigliano	6 48	10 53	2 3	6 23	8 23
26	4 20	3 15	2 10	**Vercelli** ....arr.	7 0	11 5	2 15	6 35	8 35

[6873

Strada Ferrata Pio Centrale.—ROME AND CIVITA VECCHIA.

Eng. Mls.	Fares. 1 cl.	2 cl. sc. b.	3 cl.	Stations.	Trains. 1 & 2	1 & 2
Dis.	—	—	—		a. m.	p. m.
—	—	—	—	Rome ....dep.	3 20	4 0
24½	1 0	0 64	...	Palo ....arr.	4 20	4 55
...	...	...	...	„ ....dep.	4 45	5 10
46½	1 80	1 17	...	Civita Vecchia ....arr.	6 30	6 15

Eng. Mls.	Fares. 1 cl.	2 cl. sc. b.	3 cl.	Stations.	Trains. 1 & 2	1 & 2
Dis.	—	—	—		a. m.	p. m.
—	—	—	—	Civita Vecchia ....dep.	7 0	4 0
21½	1 0	0 64	...	Palo ....arr.	8 5	5 5
...	...	...	...	„ ....dep.	8 20	5 20
46½	1 80	1 17	...	Rome ....arr.	9 15	6 15

ROME, ALBANO, AND FRASCATI. [6873

Eng. Miles.	Fares. 1st bals.	2nd bals.	3rd bals.	Stations.	Trains. 1	2	3	4	5	6	7	8	9
Dis.					a.m.	a.m.	a m	a.m.	p.m.	p m	p.m.		
—	—	—	—	**Rome**.....dep.	7 0	7 10	9 0	10 40	1 40	4 30	4 40	...	...
...	...	...	...	**Ciampino**.....arr.	7 15	7 25	9 15	10 55	1 55	4 45	4 55	...	...
...	...	...	...	**Ciampino**.....dep.	7 17	...	9 17	...	...	4 47	...	...	...
...	...	...	...	**Albano**.....arr.	7 40	...	9 40	...	...	5 10	...	...	...
11¾	40	25	17	**Frascati** (T. 250 yds.)arr.	...	7 42	...	11 12	2 12	...	5 12	...	...

Eng. Miles.	Fares. 1st bals.	2nd bals.	3rd bals.	Stations.	Trains. 1	2	3	4	5	6	7	8	9
Dis.					a m.	a.m.	a.m.	p.m.	p.m.				
—	—	—	—	**Frascati**.....dep.	8 2	...	11 32	2 32	5 32	...	...	...	...
...	...	...	...	**Albano**.....dep	7 55	9 55	...	...	5 25	...	...	...	...
...	...	...	...	**Ciampino**.....arr.	8 18	10 18	...	...	5 48	..	...	...	...
...	...	...	...	**Ciampino**.....dep	8 20	10 20	11 50	2 50	5 50	...	...	...	...
11¾	40	25	17	**Rome** (T. of 250 yds.) arr.	8 35	10 35	12 5	3 5	6 5	...	...	...	...

Omnibuses run from Albano to the Baths of Albano and to Velletri, also from Frascati to Marino.

NAPLES TO CASTELLAMARE, NOCERA AND CAVA. [21-10

Eng. Miles.	¶ FARES. 1st Class gran.	2nd Class gran.	3rd Class gran.	STATIONS. [NO TUNNELS.	TRAINS. 1	2	3	4	5	6	7	8	9
Dis.					a.m.	a.m.	a.m.	a m.	noon	p.m.	p.m.	p.m.	p.m.
—	—	—	—	**Naples**.....dep.	7 0	8 15	9 30	10 45	12 0	1 15	2 30	3 45	5 0
..	15	10	6	Portici	7 10	8 25	9 40	10 55	12 10	1 25	2 40	3 55	5 10
..	20	15	10	Torre del Greco	7 20	8 35	9 50	11 5	12 20	1 35	2 50	4 5	5 20
..	40	25	18	**Torre Annunziata** ..	7 40	8 55	10 10	11 25	12 40	1 55	3 10	4 25	5 40
..	..	..	..	Torre Annunziata....dep.	7 40	8 55	10 10	11 25	12 40	1 55	3 10	4 25	5 40
..	50	35	25	**Castellamare**....arr.	7 55	9 10	10 25	11 40	12 55	2 10	3 25	4 40	5 55
..	50	35	25	Pompeii .....dep.	7 45	Stop	10 15	Stop	12 45	Stop	3 15	Stop	5 45
..	50	35	25	Scafati	7 55		10 25		12 55		3 25		5 55
..	60	40	28	Angri	8 5	...	10 35	...	1 5	...	3 30	...	6 5
..	75	50	32	Pagani	8 10	...	10 40	...	1 10	...	3 40	...	6 10
..	75	50	32	**Nocera**	8 15	...	10 45	...	1 15	...	3 45	...	6 15
..	85	56	28	San Clemente	8 20	...	10 50	...	1 20	...	3 50	...	6 20
28	95	64	33	**Cava**.....arr.	8 30	...	11 0	...	1 30	...	4 0	...	6 30

Eng. Miles.	¶ FARES. 1st Class gran.	2nd Class gran.	3rd Class gran	STATIONS.	TRAINS. 1	2	3	4	5	6	7	8	9
Dis.					a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p m.	p.m.	p.m.
—	—	—	—	**Cava** .....dep	6 30	...	9 0	...	11 30	...	2 0	...	4 30
..	12	8	5	San Clemente	6 40	...	9 10	...	11 40	...	2 10	...	4 40
..	20	14	8	**Nocera**	6 45	...	9 15	...	11 45	...	2 15	...	4 45
..	30	15	10	Pagani	6 50	...	9 20	...	11 50	...	2 20	...	4 50
..	35	24	13	Angri	7 0	...	9 30	...	12 0	...	2 30	...	5 0
..	45	32	18	Scafati	7 10	...	9 40	...	12 10	...	2 40	...	5 10
...	50	34	18	Pompeii	7 15	...	9 45	...	12 15	..	2 45	...	5 15
..	65	44	23	**Castellamare** ..dep.	7 15	8 30	9 45	11 0	12 15	1 30	2 45	4 0	5 15
..	60	39	22	Torre Annunziata....arr.	7 30	8 45	10 0	11 15	12 30	1 45	3 0	4 15	5 30
..	60	39	22	**Torre Annunziata** dep.	7 30	8 45	10 0	11 15	12 30	1 45	3 0	4 15	5 30
..	70	49	25	Torre del Greco	7 50	9 5	10 20	11 35	12 50	2 5	3 20	4 35	5 50
..	80	54	28	Portici	7 55	9 10	10 25	11 40	12 55	2 10	3 25	4 40	5 55
28	95	64	33	**Naples** ....arr.	8 5	9 20	10 35	11 50	1 5	2 20	3 35	4 50	6 5

¶ The Tuscan lira is equal to 1½ paul, or 15 crazias; 1 crazia equal about ½ of a penny. The Neapolitan Ducat is equal to 10 carlins, or 3s. 4½d.; 1 carlini equal 10 grani, or 4d.; 1 grana, rather less than ½d.

NAPLES TO CANCELLO, NOLA, AND CAPUA. [6842

Eng. Mls.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	STATIONS.	Trains. 1	2	3	4	5	6	7	8
Dis.	Gra.	Gra.	Gra.		a.m.	a.m.	a.m	a.m.	p.m.	p.m	p.m.	p.m.
—	—	—	—	**Naples** .....dep.	7 0	8 0	9 0	11 0	1 0	3 0	4 0	5 0
..	15	12	10	Casalnuovo	7 20	8 20	9 20	11 20	1 20	3 20	4 20	5 20
..	20	16	14	Acerra	7 30	8 30	9 30	11 30	1 30	3 30	4 30	5 30
..	..	..	..	**Cancello** .....arr.	...	..	..	..	..	..	..	..
..	28	22	18	**Cancello**.....dep.	7 50	..	9 50	11 50	1 50	3 50	..	5 50
..	45	36	28	Nola	8 13	..	10 13	12 13	2 13	4 13	..	6 13
..	..	..	..	Palma	8 25	..	10 25	12 25	2 25	4 25	..	6 25
..	..	..	..	**Sarno**.... .....arr.	8 40	..	10 40	12 40	2 40	4 40	..	6 40
..	28	22	18	**Cancello** ... .dep.	7 50	8 50	9 50	11 50	1 50	3 50	4 50	5 50
..	38	30	24	Maddaloni	8 8	9 8	10 8	12 8	2 8	4 8	5 8	6 8
..	45	36	28	**Caserta**.....	8 23	9 23	10 23	12 23	2 28	4 23	5 23	6 23
..	54	43	32	Santamaria	8 35	9 35	10 35	12 35	2 35	4 35	5 35	6 35
.	60	48	36	**Capua** .....arr.	8 50	9 50	10 50	12 50	2 50	4 50	5 50	6 50

Eng. Mls	Fares. 1 Cl.	2 Cl	3 Cl.	STATIONS.	Trains. 1	2	3	4	5	6	7	8
Dis.	Gra.	Gra.	Gra.		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Capua**..... .....dep.	6 45	7 45	8 45	10 45	12 45	2 45	3 45	4 45
..	10	8	6	Santamaria	6 58	7 58	8 58	10 58	12 58	2 58	3 58	4 58
..	18	15	12	**Caserta**.....	7 20	8 20	9 20	11 20	1 20	3 20	4 20	5 20
..	27	22	18	Maddaloni	7 33	8 33	9 33	11 33	1 33	3 33	4 33	5 33
..	40	32	26	**Cancello** .....arr.	...	..	...	..	..	..	..	..
..	..	..	..	**Sarno** .....dep.	6 50	..	8 50	10 50	12 50	2 50	..	4 50
.	..	..	..	Palma	7 5	..	9 5	11 5	1 5	3 5	..	5 5
..	45	36	28	Nola	7 20	..	9 20	11 20	1 20	3 20	..	5 20
..	..	..	..	**Cancello** .....arr.	7 40	..	9 40	11 40	1 40	3 40	..	5 40
..	..	..	..	**Cancello** .....dep.	7 48	8 48	9 48	11 48	1 48	3 48	4 48	5 48
..	48	40	32	Acerra	8 3	9 3	10 3	12 3	2 3	4 3	5 3	6 3
..	54	45	34	Casalnuovo	8 15	9 15	10 15	12 15	2 15	4 15	5 15	6 15
..	60	48	36	**Naples** ..... arr.	8 35	9 35	10 35	12 35	2 35	4 35	5 35	6 35

Additional Trains.—From **Naples** to **Cancello** and **Capua** at 0 a.m. and 4 p.m.; and from **Capua** to **Naples** at 8 45 a.m. and 5 45 p.m.

Section 17.—Spanish Railways.

BARCELONA TO ARENYS.—Ferro-Carril del Este de Barcelona. [5307

Eng. Mls.	¶ FARES. 1 Cl.	2 Cl.	3 Cl.	STATIONS. 2 Tunnels 500 & 180 feet.	TRAINS.							
					a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		
Dis.	rs ms	rs ms	rs ms	**Barcelona** .....dep.	6 0	8 0	10 0	12 30	3 0	5 0	...	...
..	4 0	2 12	1 26	Badalona	6 15	8 15	10 15	12 45	3 15	5 15	...	...
..	5 6	3 18	2 28	Mongat	6 22	8 22	10 22	12 52	3 22	5 22	...	...
..	5 22	4 20	4 0	Masnou	6 30	8 30	10 30	1 0	3 30	5 30	...	...
..	7 0	5 22	4 20	Premia	6 39	8 39	10 39	1 9	3 39	5 39	...	...
..	8 0	6 16	5 0	Vilasar	6 46	8 46	10 46	1 16	3 46	5 46	...	...
17¾	10 0	8 0	6 0	**Mataro**	7 0	9 0	11 0	1 30	4 0	6 0	...	...
23	14 0	11 0	8 47	**Arenys** ..... arr.	7 15	9 15	11 13	1 45	4 15	6 15		...

Eng. Mls.	FARES. 1 Cl.	2 Cl.	3 Cl.	STATIONS.	TRAINS.							
					a.m.	a.m	a.m.	p.m.	p.m.	p.m.		
Dis.	rs ms	rs ms	rs ms	**Arenys** .....dep.	5 45	7 45	9 45	12 15	2 45	4 45	...	...
—	—	—	—	**Mataro**	6 0	8 0	10 0	12 30	3 0	5 0	...	...
..	..	..	..	Vilasar	6 10	8 10	10 10	12 40	3 10	5 10	...	...
..	..	..	..	Premia	6 18	8 18	10 18	12 48	3 18	5 18	...	...
..	..	..	..	Masnou	6 27	8 27	10 27	12 7	4 27	5 27	...	...
..	..	..	..	Mongat	6 35	8 35	10 35	1 5	3 35	5 35	...	...
.	..	..	..	Badalona	6 42	8 42	10 42	1 12	3 42	5 42	...	...
23	14 0	11 0	8 47	**Barcelona**.....arr.	7 0	9 0	11 0	1 30	4 0	6 0	...	...

¶ The Neapolitan ducat is equal to 10 carlini, or 3s. 4½d.; 1 carlino equal 10 grani or 4d; 1 grana rather less than ½d. The Spanish dollar is equal to 20 reals, or 4s.; 1 real equal 100 cents.

BARCELONA AND GRANOLLERS—Northern of Catalonia. [5307

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5	6
Dis.	rs. m	rs. m	rs. m	[NO TUNNELS.	a.m.	a.m.	a.m.	p.m.	p.m.	
—	—	—	—	**Barcelona**.....dep.	7 0	8 30	10 0	2 0	4 0	...
2	1 18	1 6	0 28	Clot	7 7	8 37	10 7	2 7	4 7	...
3½	2 4	1 18	0 32	Horta	7 12	8 42	10 12	2 12	4 12	...
4½	2 4	1 18	0 32	**S. Andres**	7 19	8 49	10 19	2 19	4 19	...
5	3 10	1 30	1 10	Sta. Coloma	7 23	8 53	10 23	2 23	4 23	...
7½	4 24	3 22	2 20	**Sabadell Junction** ...	7 28	8 58	10 28	2 28	4 28	...
8	4 24	3 22	2 20	Moncada.....	7 32	9 2	10 32	2 32	4 32	...
12	7 2	5 14	4 0	Mollet	7 44	9 14	10 44	2 44	4 44	...
14	8 0	6 8	4 16	Monmelo	7 50	9 20	10 50	2 50	4 50	...
18½	10 0	8 0	6 0	**Granollers**.....arr.	8 8	9 30	11 0	3 0	5 0	...

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5	6
Dis.	rs. m	rs. m	rs. m		a.m.	a.m.	a.m.	p.m.	p.m.	
—	—	—	—	**Granollers** .....dep.	7 0	8 30	10 0	2 0	4 0	...
4½	3 14	2 16	1 30	Monmelo.....	7 10	8 40	10 10	2 10	4 10	...
6½	4 12	3 14	2 12	Mollet	7 16	8 46	10 16	2 16	4 16	...
10½	6 24	5 2	3 26	Moncada	7 28	8 58	10 28	2 28	4 28	...
11½	8 4	6 28	5 2	**Sabadell Junction** ..	7 32	9 2	10 32	2 32	4 32	...
13½	8 4	6 28	5 2	Sta. Coloma	7 37	9 7	10 37	2 37	4 37	...
14½	9 10	7 2	5 14	**S. Andres**	7 41	9 11	10 41	2 41	4 41	...
15	9 10	7 2	5 14	Horta	7 48	9 18	10 48	2 48	4 48	...
16½	9 30	7 18	5 18	Clot	7 53	9 23	10 53	2 53	4 53	...
18½	10 0	8 0	6 0	**Barcelona** .....arr.	8 0	9 30	11 0	3 0	5 0	...

BARCELONA, SARDANOLA, and TARRASA. [4057.

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5	6
Dis.	rs. m	rs. m	rs. m		a.m.	p.m.	p.m.			
—	—	—	—	**Barcelona**.....dep	7 45	1 45	4 45	...	...	...
...	6 14	4 74	3 44	Sardanola	...	...	...	...	...	...
22½	12 0	9 50	7 0	**Tarrasa** .....arr	8 50	2 55	5 20	...	...	...

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5	6
Dis.	rs. m	rs. m	rs. m		a.m.	p.m.	p.m.			
—	—	—	—	**Tarrasa** .....dep.	6 15	2 15	5 15	...	...	...
...	...	...	...	Sardanola	...	...	...	...	...	...
22½	12 0	9 50	7 0	**Barcelona** .....arr.	7 25	3 20	6 25	...	...	...

VALENCIA AND MOGENTE. [683

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	4	4	5
Dis.	rs. m	rs. m	rs. m		a.m	p.m.	p.m.	...	...
—	—	—	—	**Valencia** ....dep.	6 0	2 0	6 0	...	...
3½	1 26	1 6	0 28	Alfafar.....	6 12	2 11	6 12	...	...
5½	2 12	1 26	1 2	Catarroja.....	6 19	2 19	6 19	...	...
7½	3 10	2 8	1 18	Silla	6 28	2 28	6 28	...	...
13	7 18	4 30	3 26	Benifayo.....	6 47	2 44	6 47	...	...
20	11 16	7 16	5 24	Algemesi.....	7 5	3 1	7 5	...	...
22½	12 30	8 12	6 16	Alcira	7 15	3 13	7 15	...	...
24½	14 10	9 10	7 6	Carcagente.....	7 22	3 21	7 22	...	...
30	17 6	11 6	8 20	Manuel	7 38	3 37	7 38	...	...
34½	20 0	13 0	10 0	**Jativa**	8 7	4 5	8 7	...	...
38½	24 0	15 10	11 10	**Alcudia**.....	8 28	4 27	8 28	...	...
50½	32 16	21 10	14 24	**Mogente** .....arr.	9 10	5 0	9 10	...	...

Eng. Mls.	¶ Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	3	4	5
Dis.	rs. m	rs. m	rs. m		a.m.	a.m.	p.m.	...	...
—	—	—	—	**Mogente** .....dep	5 30	10 30	5 30	...	...
12	7 35	5 22	3 14	**Alcudia**.....	5 59	10 58	5 59	...	...
16	11 2	8 4	4 28	**Jativa**	6 36	11 20	6 36	...	...
21	14 4	10 0	6 8	Manuel.....	6 50	11 44	6 50	...	...
28	17 20	12 4	7 28	Carcajente	7 6	12 1	7 6	...	...
33	18 24	12 28	8 12	Alcira	7 15	12 11	7 15	...	...
37	20 8	13 26	9 2	Algemesi.....	7 24	12 20	7 24	...	...
43	24 16	16 12	11 0	Benifayo	7 43	12 37	7 43	...	...
48	27 30	18 16	12 10	Silla	8 0	12 54	8 0	...	...
45	29 0	19 6	13 4	Catarroja.....	8 9	1 2	8 9	...	...
47	30 4	11 30	13 12	Alfafar.....	8 17	1 8	8 17	...	...
50½	32 16	21 10	14 24	**Valencia** .....arr	8 30	1 15	8 30	...	...

This line will probably be open to Madrid about the end of the year.

VALENCIA and GRAO.—Length, 3¼ miles.—Valencia to Grao, at 7.0, 8.0, 9.0, 10.0, and 11.0 a.m.; 12.0 noon; 2.0, 3.0, 4.0, 5.0, 6.0, & 7.0 p.m. Grao to Valencia, at 7.30, 8.30, 9.30, 10.30, & 11.30 a.m.; 12.30, 2.30, 3.30, 4.30, 5.30, 6.30, & 7.30 p.m.

Fares.—From Valencia to Grao, 1st class, 3 rs.; 2nd class, 2 rs.; 3rd class, 1 r.

¶ The Spanish dollar is equal to 20 reals, or 4s.; 1 maravedi equal to 3-100ths of a real.

CORDOVA AND SEVILLE. [6832

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1, 2, 3 class	1, 2, 3 class
Dis.	rv. c.	rv. c.	rv. c.		a.m.	p.m.
—	—	—	—	**Cordova** .....dep.	5 0	3 30
7	4 80	3 60	2 16	Villarubia.....	5 21	3 48
13	6 80	6 60	3 96	Almodovar	5 49	4 8
21½	11 0	10 50	6 30	Posadas	6 3	4 39
24½	12 40	12 30	7 38	Hornachuelos	6 21	4 57
34½	22 40	16 80	10 8	Palma	6 49	5 29
45½	29 60	22 20	13 32	Penaflor.....	7 6	5 46
48½	31 60	23 70	14 22	Lora del Rio.....	7 51	6 35
55	35 60	26 70	16 2	Carmona	8 19	7 7
61½	39 60	29 70	17 82	Tocina	8 37	7 25
67	43 20	32 40	19 44	Brenes	9 2	7 36
73	47 20	35 40	21 24	La Rinconada.....	9 18	8 11
80½	52 40	39 30	23 58	**Seville**.....arr.	9 40	8 0

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1, 2, 3 class	1, 2, 3 class
Dis.	rv. c.	rv. c.	rv. c.		a.m.	p.m.
—	—	—	—	**Seville**.....dep.	6 0	3 30
6	5 20	3 90	2 34	La Rinconada.....	6 22	3 48
13½	9 20	6 90	4 14	Brenes	6 42	4 8
19½	12 80	9 60	5 76	Tocina	7 12	4 39
25½	15 80	12 60	7 56	Carmona	7 25	4 57
32½	20 60	15 60	9 36	Lora del Rio.....	8 5	5 29
35	22 80	17 10	10 26	Penaflor.....	8 36	6 2
45½	30 0	22 50	13 50	Palma	8 53	6 19
52½	36 40	27 30	16 38	Hornachuelos	9 13	6 35
58½	38 40	28 80	17 28	Posadas	9 49	7 7
67½	43 60	32 70	19 62	Almodovar	10 8	7 26
75½	47 60	35 70	21 42	Villarubia.....	10 37	8 11
80½	52 40	39 30	23 58	**Cordova**.....arr.	10 47	8 0

MADRID, CASTILLEJO, TOLEDO, ALCAZAR, ALMANSA & ALICANTE.—Ferro-Carriles de Madrid a Zaragoza y a Alicante. [28-10

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1,2,3 class	1 & 2 class		
Dis.	rs. c.	rs. c.	rs. c.		a.m.	a.m.	a.m.	p.m.	p.m.		
—	—	—	—	**Madrid** .....dep.	7 30	8 15	10 30	6 50	8 30	...	...
8¼	6 0	4 0	3 0	Getafe	7 52	8 44	10 52	7 14	...	...	...
13	9 0	6 0	4 0	Pinto	8 6	8 58	11 5	7 20	...	...	...
16½	11 0	8 0	5 0	Valdemoro.....	8 18	9 10	11 26	7 41	...	...	...
21	14 0	10 0	6 0	Ciempozuelos	8 32	9 23	11 38	7 46	...	...	...
30½	20 0	14 0	8 0	Aranjuez	9 4	9 53	11 50	8 31	9 53	...	...
39	26 0	18 0	10 0	**Castillejo** .....arr.	9 25	10 12	Stop	8 54	10 16	...	...
...	...	...	...	**Castillejo** ...dep.	...	10 14		9 0	...	...	...
47	31 0	22 0	12 0	Algodor	...	10 36	...	9 22	...	...	...
55½	37 0	26 0	14 0	**Toledo** .....arr.	...	10 56	...	9 40	...	...	...
...	...	...	...	**Castillejo** .....dep.	9 31	Stop	...	Stop	10 18	...	...
44½	30 0	21 0	12 0	Villasequilla	9 47		...		10 35	...	...
50½	34 0	24 0	13 0	Huerta	10 9	...	...	...	...	...	...
62	41 0	29 0	16 0	**Tembleque**	10 59	...	...	...	11 33	...	...
73½	48 0	34 0	19 0	Villacañas	11 29	...	...	...	12 0	...	...
83	54 0	39 0	21 0	Quero	11 53	...	...	...	...	...	...
91½	60 0	43 0	24 0	**Alcazar**	12 28	...	...	...	12 55	...	...
96	64 0	45 0	25 0	Criptana.....	12 42	...	...	...	...	...	...
103½	68 0	48 0	27 0	Záncara	1 5	...	...	...	...	...	...
114½	76 0	54 0	30 0	Socuéllamos	1 34	...	...	...	2 0	...	...
124½	82 0	58 0	32 0	Villarrobledo	2 3	...	...	...	2 27	...	...
138½	91 0	65 0	36 0	Minaya	2 38	...	...	...	...	...	...
150½	100 0	7 0 0	39 0	La Roda.....	3 9	...	...	...	3 29	...	...
161½	107 0	75 0	42 0	La Gineta	3 38	...	...	...	...	...	...
172½	114 0	81 0	44 0	**Albacete**.....	4 15	...	...	...	4 28	...	...
184½	122 0	86 0	48 0	Chinchilla	4 49	...	...	...	4 56	...	...
196	130 0	92 0	51 0	Villar	5 2	...	...	...	5 25	...	...
209½	139 0	98 0	54 0	Alpera	5 57	a.m.	...	...	...	...	...
224	147 0	104 0	57 0	**Almansa**.....	6 40	5 45	...	...	6 46	...	...
237½	157 0	111 0	62 0	Caudete	7 23	6 32	...	...	...	...	...
245½	162 0	115 0	64 0	Villena	7 49	7 3	...	...	7 57	...	...
253	167 0	119 0	66 0	Sax	8 10	7 26	...	...	...	...	...
259½	172 0	122 0	68 0	Monovar.....	8 32	7 54	...	...	8 40	...	...
264½	174 0	124 0	69 0	Novelda	8 46	8 11	...	...	8 53	...	...
277½	183 0	131 0	73 0	San Vincente	9 23	8 33	...	...	...	...	...
282	187 0	133 0	75 0	**Alicante**.....arr.	9 40	9 12	...	...	9 45	...	...

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class	1 & 2 class	1,2,3 class
Dis.	rs. c.	rs. c.	rs. c.		a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Alicante** .....dep.	6 45	...		5 45	6 15
5	3 0	2 0	1 0	San Vincente	7 2	...		...	6 36
18½	12 0	9 0	5 0	Novelda	7 41	...		6 47	7 26
22½	15 0	11 0	6 0	Monovar.....	7 55	...		7 1	7 43
29½	20 0	14 0	9 0	Sax	8 20	...		...	8 13
36	24 0	18 0	11 0	Villena	8 48	...		7 51	8 44
44½	30 0	22 0	13 0	Caudete	9 16	...		...	9 14
60	40 0	29 0	17 0	**Almansa**	10 19	...		9 21	10 6
72½	48 0	35 0	21 0	Alpera	11 1	...		...	Stop
86½	57 0	41 0	24 0	Villar	11 46	...		10 31	
97	64 0	47 0	27 0	Chinchilla	12 21	...		11 0	
109	73 0	52 0	30 0	**Albacete**.....	1 5	...		11 38	...
120	80 0	57 0	35 0	La Gineta	1 34	...		...	...
131	87 0	62 0	36 0	La Roda.....	2 6	...		12 34	...
143½	95 0	68 0	39 0	Minaya	2 38	...		...	...
157½	104 0	75 0	43 0	Villarrobledo	3 15	...		1 36	...
167	111 0	79 0	45 0	Socuéllamos	3 41	...		2 3	...
178	118 0	84 0	48 0	Záncara	4 12	...		...	...
185½	123 0	88 0	50 0	Criptana	4 34	...		...	...
191	126 0	90 0	51 0	**Alcazar**	5 1	...		3 13	...
199½	132 0	94 0	53 0	Quero	5 28	...		...	...
209	138 0	99 0	56 0	Villacañas.....	5 54	...		3 59	...
220	146 0	104 0	59 0	**Tembleque**	6 37	...		4 35	...
231½	153 0	109 0	62 0	Huerta	7 6	...		...	...
237½	157 0	112 0	63 0	Villasequilla	7 28	...		5 22	...
...	...	...	...	**Castillejo** .....arr.	7 42	...	...	5 35	p.m.
—	—	—	—	**Toledo**.....dep.	...	6 10	...	...	6 15
8½	6 0	4 0	2 0	Algodor	...	6 33	...	...	6 37
16½	11 0	8 0	4 0	**Castillejo**..arr.	...	6 53	...	...	6 56
...	...	...	...	**Castillejo** .....dep.	7 50	6 55	...	5 37	7 2
251½	166 0	119 0	67 0	Aranjuez	8 26	7 26	3 30	6 7	7 31
261	173 0	123 0	69 0	Ciempozuelos	8 51	7 59	4 1	...	7 58
265½	175 0	125 0	70 0	Valdemoro	9 12	8 17	4 17	...	8 15
269	178 0	127 0	71 0	Pinto	9 25	8 30	4 32	...	8 30
273½	181 0	129 0	73 0	Getafe.....	9 38	8 43	4 46	...	8 50
282	187 0	133 0	75 0	**Madrid**.....arr.	10 0	9 5	5 10	7 30	9 10

Remarks.—Children under 3 years of age, free; from 3 to 6, half fare; above 6, full fare.

Remarks.—The Booking Offices will be closed 5 minutes before the departure of the Trains.

¶ The Spanish dollar is equal to 20 reals, or 4s.; 1 real equal 100 centimes; 1 maravedi equal 3-100 of a real.

MADRID AND GUADALAJARA. [28-10

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1, 2,3 class	1,2, 3 class	1,2,3 class
Dis.	rs. c.	rs. c.	rs. c.		a. m.	p. m.	p. m.
—	—	—	—	**Madrid** .....dep.	6 50	2 50	8 10
4½	3 0	2 25	1 50	Vallecas	7 7	3 7	8 26
6½	4 50	3 50	2 0	Vicalvaro	7 21	3 21	8 37
14½	9 25	7 0	4 25	Torrejon	7 47	3 47	9 1
21	13 75	10 25	6 25	Alcala.....	8 16	4 16	9 24
28	18 50	14 0	8 50	Azuqueca	8 40	4 40	9 46
35½	23 0	17 25	10 50	**Guadalajara** .... arr.	9 0	5 0	10 5

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1,2,3 class	1,2,3 class	1,2,3 class
Dis.	rs. c.	rs. c.	rs. c.		a. m.	a. m.	p. m.
—	—	—	—	**Guadalajara** ..... dep.	6 30	10 0	7 45
7½	5 0	3 75	2 25	Azuqueca	6 53	10 23	8 8
14½	9 75	7 25	4 50	Alcala.....	7 24	10 54	8 37
21	13 75	10 25	6 25	Torrejon.....	7 45	11 16	9 0
28½	18 50	14 0	8 50	Vicalvaro	8 14	11 44	9 28
31	20 0	15 0	9 0	Vallecas	8 26	11 56	9 32
35½	23 0	17 25	10 50	**Madrid**.....arr.	8 40	12 16	9 45

¶ The Spanish dollar is equal to 20 reals, or 4s.

Isabella II. Railway.—Santander and Los Corrales.—Ferro Carril de Isabel Segunda. [6817.

Eng. Miles.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	*3	†4	5*	6
					a.m	a.m.	p.m.	p.m.	p.m.	
—	...	...	...	**Santander**.....dep.	7 5	12 35	3 0	5 5	6 5	...
...	...	...	...	Boo	7 23	12 53	3 18	5 23	6 23	...
...	...	...	...	Guarnizo	7 32	1 2	3 27	5 32	6 32	...
...	...	...	...	Renedo	8 1	1 31	3 56	6 1	7 1	...
...	...	...	...	Torrelavega	8 26	1 55	4 21	6 26	7 26	...
...	...	...	...	Las Caldas	8 42	2 12	4 37	6 42	7 42	...
...	...	...	...	**Los Corrales** .....arr.	8 52	2 22	4 47	6 52	7 52	...

* Runs on Sundays and Festivals only. † Runs on Week Days only.

Eng. Miles.	Fares. 1 cl.	2 cl.	3 cl.	Stations.	Trains. 1	2	†3	*4	5	6
					a.m	p.m.	p.m.	p.m.		
—	...	...	...	**Los Corrales** .....dep.	7 0	12 30	5 0	6 0	...	...
...	...	...	...	Las Caldas	7 13	12 43	5 13	6 13	...	...
...	...	...	...	Torrelavega	7 33	1 3	5 33	6 33	...	...
...	...	...	...	Renedo	7 56	1 26	5 56	6 56	...	...
...	...	...	...	Guarnizo.....	8 24	1 54	6 24	7 24	...	...
...	...	...	...	Boo	8 33	2 3	6 33	7 33	...	...
...	...	...	...	**Santander** .....arr.	8 47	2 17	6 47	7 47	...	...

* Runs on Sundays only. † Runs on Week Days only.

Note.—Passengers are conveyed by Diligence between Los Corrales and Reinosa.

REINOSA and ALAR SECTION.—Santander and Alar del Rey. [8-5.

Eng. Miles.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4
Dis.	rs. m	rs. m	rs. m		a.m	p.m.		
—	—	—	—	**Reinosa** .....dep.	7 0	4 30	...	...
9	6 8	4 8	2 12	Pozazal	7 40	5 10	...	...
15	9 18	6 16	3 18	Mataporquera.....	7 55	5 25	...	...
20	12 32	8 28	4 26	Quintanilla	8 17	5 47	...	...
23	15 30	10 28	5 30	Aguilar	8 29	5 59	...	...
32	24 16	16 24	9 6	**Alar del Rey** .....arr.	9 0	6 30	...	...

Eng. Miles.	¶ Fares. 1 Cl.	2 Cl.	3 Cl.	Stations.	Trains. 1	2	3	4
Dis.	rs. m	rs. m	rs. m		a.m.	p.m.		
—	—	—	—	**Alar del Rey** .....dep.	6 0	5 0	...	...
9	8 20	5 30	3 6	Aguilar	6 35	5 35	...	...
12	11 18	7 30	4 8	Quintanilla	6 53	5 53	...	...
17	14 28	10 8	5 18	Mataporquera	7 8	6 8	...	...
23	18 24	12 28	7 2	Pozazal	7 36	6 36	...	...
32	24 16	16 24	9 6	**Reinosa** .....arr.	8 0	7 0	...	...

Sunday Trains.—From Reinosa to Alar, 9.30 a.m. and 4.30 p.m.; from Alar to Reinosa at 8.30 a.m. and 5 p.m.

BARCELONA, MOLINS DEL REY, AND MARTORELL. [6821

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4	5	6
Dis.	rs. m	rs. m	rs. m		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	—	—	—	**Barcelona** .....dep.	6 0	8 0	10 0	12 30	3 0	6 0
...	2 0	1 17	0 71	Sans.....	6 7	8 7	10 7	12 37	3 7	6 7
...	2 0	1 53	0 94	Bordeta	6 10	8 10	10 10	12 40	3 10	6 10
...	2 82	2 0	1 17	Hospitalet	6 16	8 16	10 16	12 46	3 16	6 16
...	4 0	2 82	2 0	Cornella	6 23	8 23	10 23	12 53	3 23	6 23
...	5 0	3 52	2 47	San Feliu.....	6 30	8 30	10 30	1 0	3 30	6 30
...	6 59	4 71	3 6	Molins del Rey	6 37	8 37	10 37	1 7	3 37	6 37
...	11 0	8 0	6 0	**Martorell** .....arr.	7 0	9 0	11 0	1 30	4 0	7 0

Eng. Miles.	¶ Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4	5	6
Dis.	rs. m	rs. m	rs. m		a.m.	a.m.	a.m	p.m	p.m	p m.
—	—	—	—	**Martorell** .....dep.	6 0	8 0	10 0	12 30	3 0	6 0
...	4 71	3 53	2 94	Molins del Rey	6 27	8 27	10 27	12 57	3 27	6 27
...	6 23	4 44	3 53	Sans Feliu	6 33	8 33	10 33	1 3	3 33	6 33
...	7 29	5 65	4 23	Cornella.....	6 40	8 40	10 40	1 10	3 40	6 40
...	8 50	6 47	4 94	Hospitalet	6 46	8 46	10 46	1 16	3 46	6 46
...	9 50	6 94	5 29	Bordeta	6 52	8 52	10 52	1 22	3 52	6 52
...	10 0	7 29	5 53	Sans	6 54	8 54	10 54	1 24	3 54	6 54
...	11 0	8 0	6 0	**Barcelona** .....arr.	7 0	9 0	11 0	1 30	4 0	7 0

TARAGONA AND REUSS. [4057

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4	5	6
Dis.	rs. m	rs. m	rs. m		a.m.	a.m.	noon	p.m.	p.m.	
—	—	—	—	**Taragona**	7 30	9 30	12 0	3 30	5 30	...
...	...	...	...	Villaseca	...	...	...	...	...	...
...	...	...	...	**Reuss**	8 5	10 5	12 35	5 5	6 5	...

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Trains. 1	2	3	4	5	6
Dis	rs. m	rs. m	rs. m		noon	p.m.	p.m.			
—	—	—	—	**Reuss**	12 0	3 30	5 30	...	...	...
...	...	...	...	Villaseca	...	...	...	...	...	...
...	...	...	...	**Taragona**	1 5	4 5	1 5	...	...	...

¶ The Spanish dollar is equal to 20 reals, or 4s.; 1 maravedi equal to 3-100th of a real.

JEREZ AND CADIZ.—Ferro-Carril de Jerez y Cadiz. [6541.

Eng. Mls.	¶ FARES. 1st Cl.	2nd Cl.	3rd Cl.	STATIONS. [NO TUNNELS.	TRAINS. 1	2	3	4	5
Dis.	r. c.	r. c.	r. c.		a.m.	a.m.	a.m	p.m.	p.m
—	—	—	—	**Jerez** .....dep.	6 45	8 50	1 0	2 0	4 10
9½	7 0	4 50	3 0	Puerto S. Maria	7 7	9 12	11 30	2 22	4 32
14½	10 0	7 0	4 50	Puerto Real	7 21	9 26	11 50	2 36	4 46
17½	11 0	8 0	5 0	Trocadero	7 30	9 35	12 0	2 45	4 55
22	13 0	9 0	6 0	**Cadiz** .....arr.	7 50	9 55	12 30	3 5	5 15

CADIZ AND JEREZ.

Eng. Mls.	¶ FARES. 1st Cl.	2nd Cl.	3rd Cl.	STATIONS.	TRAINS. 1	2	3	4	5
Dis.	r. c.	r. c.	r. c.		a.m.	a.m.	p.m	p.m	p.m.
—	—	—	—	**Cadiz** .....dep.	8 10	10 30	1 0	3 30	5 30
4½	3 0	2 0	1 0	Trocadero	8 45	11 5	1 40	4 5	6 5
7½	4 0	3 0	2 0	Puerto Real	8 55	11 15	2 0	4 15	6 15
12	6 0	4 50	3 0	Puerto S. Maria	9 10	11 30	2 22	4 30	6 30
22	13 0	9 0	6 0	**Jerez** ..... arr.	9 30	11 50	3 0	4 50	6 50

Note.—The passage between Trocadero and Cadiz is made in a Steamboat in connection with the Railway.

¶ The Spanish dollar is equal to 20 reals, or 4s.; 1 real equal 100 cents

Section 18.—Portuguese Railway.

LISBON TO CARREGADO AND PONTE D'ASSECA.

Central Peninsular. [29-4.

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations. [2 TUNNELS 130 & 70 ft. respectively	Up Trains. 1	*2	3	4
Dis.	reis.	reis.	reis.		a.m.	a.m	p.m	p.m.
—	—	—	—	**Lisbon** .....dep.	8 0	9 55	3 0	6 0
2	80	60	40	Poço do Bispo.....	8 8	10 3	3 8	6 6
2½	120	90	60	Olivaes	8 15	10 10	3 15	6 13
5	150	110	80	Sacavem	8 23	10 17	3 23	6 19
10½	280	210	120	Povoa.....	8 35	10 30	3 35	6 31
13	360	270	140	Alverca	8 44	10 39	3 44	6 39
15½	420	320	170	Alhandra	8 53	10 48	3 53	6 46
18½	480	360	199	Villa Franca.....	9 2	10 57	4 2	6 53
22	580	440	240	**Carregado**	9 14	11 9	4 14	7 6
28½	760	570	330	Azambuja	9 33	Stop	4 33	7 24
36½	960	720	440	Ponte de St. Anna	10 0		5 0	7 46
41½	1090	820	510	**Ponte d'Asseca**..... .....arr.	10 14		5 14	8 0

PONTE D'ASSECA AND CARREGADO TO LISBON.

Eng. Miles.	Fares. 1st class	2nd class	3rd class	Stations.	Down Trains. 1	2	*3	4
Dis.	reis.	reis.	reis.		a.m.	a.m.	p.m.	p.m.
—	—	—	—	**Ponte d'Asseca**.....dep.	6 15	8 50	...	3 52
5	130	100	70	Ponte de St. Anna	6 29	9 4	...	4 6
13½	360	270	180	Azambuja.....	6 51	9 31	...	4 33
19½	520	390	270	**Carregado**	7 9	9 50	5 20	4 52
32½	610	460	320	Villa Franca.....	7 22	10 2	5 32	5 4
26	690	510	340	Alhandra	7 28	10 11	5 41	5 13
29½	760	570	370	Alverca.....	7 35	10 20	5 50	5 22
31½	830	620	390	Povoa.....	7 43	10 29	5 59	5 31
36½	950	710	430	Sacavem	7 55	10 41	6 11	5 43
37½	1000	750	450	Olivaes	8 1	10 49	6 19	5 51
39½	1040	780	470	Poço do Bispo.....	8 8	10 56	6 26	5 58
41½	1090	820	510	**Lisbon**.....arr	8 15	11 4	6 34	6 6

* Runs on Sundays and Fetes only.—**Remarks.**—LUGGAGE.—Each passenger is allowed 20 Kilogrammes, above this up to 10 Kilogrammes, 100 reis; and for each successive 10 Kilogrammes, 50 reis.

Section 19—Egyptian Railways.] ALEXANDRIA AND CAIRO. [6226

DEPARTURES, every day.—From **Alexandria** (ordinary train) at 9 a.m.; from **Cairo** (ordinary train) at 8.30 a.m. Special trains leave from 4 to 5 hours after the arrival of the steamers containing the outward bound mails and passengers for India. Time of transit, 7 hours.

FARES.—1st Class, Egyptian Piastres, 157=£1 12s. 2d.; 2nd Class, Egyptian Piastres, 103=£1 1s 1d.; 3rd Class, Egyptian Piastres, 40=8s. 4d.

LUGGAGE.—1st Class, 80 Rotoli; 2nd Class, 50 Rotoli; and 3rd Class, 25 Rotoli *free*.

The section between Cairo and Suez is open, but no information of the hours of departure has yet been received.

Section 20—Russian Railways.] ST. PETERSBURG, PAVLOVSKA, AND TSARSKOE-CELO. [6242

From St. Petersburg to Tsarskoe-Celo, and Pavlovska, on WEEK DAYS at 7.30 and 10 a.m.; 1, 3, 6, and 9 p.m. On SUNDAYS at 7.30 and 10 a.m., 1, 2, 4, 6, and 9 p.m.

From Pavlovska to Tsarskoe-Celo, and St. Petersburg, on WEEK DAYS at 8.15, and 10.45 a.m.; 1.45, 4.15, 6.45, and 9.45 p.m. On SUNDAYS at .15, 10.45, and 11.45 a.m., 2.45, 4.45, 6.45, 9.45, and 11.15 p.m., and later, according to the number of visitors. From Tsarskoe-Celo to St. Petersburg, on WEEK DAYS at 8.30 and 11 a.m.; 2, 4.30, 7, and 10 p.m. On SUNDAYS at 8.30 and 11 a.m., 3, 5, 7, 10.15, and 11.30 p.m.

Note.—During the Musical Season at Pavlovska additional trains will run from St. Petersburg to Pavlovska, on Thursdays, at 6.30 a.m., and from Pavlovska to St. Petersburg at 11.15 p.m.

FARES.—St. Petersburg to Tsarskoe-Celo, 65, 50, and 40 silver kopecks; to Pavlovska 85, 65, and 50 silver kopecks.

ST. PETERSBURG AND PETERHOFF.—Length, 28 Versts, (18½ English miles.) [6242

From St. Petersburg to Peterhoff, at 8.30 a.m.; 2.0, and 7.0 p.m.

From Peterhoff, at 10.0 a.m.; 3.30 and 9.0 p.m. Time occupied on the journey, 40 minutes.

Remarks.—On Sundays and Fetes also at 9 a.m., from St. Petersburg; and 2 p.m. from Peterhoff.

ST. PETERSBURG AND MOSCOW.—(400 English Miles.)

Miles	Luggage per Pood. Ex.	Luggage per Pood. Ord.	Carriage Horses	Fares. Express. 1st class	Fares. Express. 2nd class	Fares. Express. 3rd class	Fares. Ordin. 2nd class	Fares. Ordin. 3rd class	Stations.	Trains. 1 1, 2, 3 Ex.	Trains. 2 2 & 3 class			Miles	Stations.	Trains. 1 1, 2, 3 Ex.	Trains. 2 2 & 3 class		
	r. k.	r. k.	r. k.	r. k.	r. k.	r. k.	r. k.	r. k.		noon	p.m.					noon	p.m.		
—	—	—	—	—	—	—	—	—	**St. Petersburg** .....dep.	12 0	2 0	...	...	...	**Moscow** .....dep.	12 0	2 0	...	
...	0 20	0 12	25 0	0 75	0 50	0 40	0 50	0 20	Kolpinskaia	12 49	3 3	...	...	...	Khimskaia	12 33	2 49	...	
...	0 20	0 12	25 0	1 50	1 5	0 80	1 5	0 30	Sablinskaia	...	3 44	...	...	...	Krukovskaia	1 13	3 41	...	
...	0 20	0 12	25 0	2 25	1 55	1 20	1 55	0 45	Ouschakinskaia	...	4 46	...	...	...	Podsolnetchnaia	1 58	4 46	...	
...	0 20	0 12	25 0	3 0	2 5	1 55	2 5	0 60	**Lubanskaia**	2 30	5 42	...	...	...	**Klinskaia**	2 50	5 52	...	
...	0 30	0 18	25 0	3 70	2 50	1 95	2 50	0 70	Babinskaia	...	6 33	...	...	...	Reschetnikovskaia	...	6 35	...	
...	0 40	0 24	50 0	4 40	3 0	2 30	3 0	0 85	Tchoudovskaia	3 33	7 21	...	...	...	Zavidorskaia	3 45	7 14	...	
...	..	...	...	...	...	...	...	...	Volkhovskaia	3 49	7 47	...	...	...	Kousminskaia	...	8 22	...	
...	0 40	0 24	50 0	5 10	3 50	2 70	3 50	1 0	Griadskaia	...	8 29	...	...	...	**Twer**	5 42	10 4	...	
...	0 40	0 24	50 0	5 75	4 0	3 0	4 0	1 15	**Malo-Vischerskaia**	5 28	10 12	...	...	...	Koulitzkaia	...	10 57	...	
...	0 40	0 24	50 0	6 40	4 40	3 40	4 40	1 25	Bourguinskaia	...	11 2	...	...	...	Ostaschkovskaia	6 55	11 59	...	
...	0 40	0 24	50 0	7 10	4 85	3 70	4 85	1 35	Verebinskaia	...	11 47	...	...	...	Kalaschniskovskaia	...	12 49	...	
...	0 40	0 24	50 0	7 75	5 30	4 10	5 30	1 50	Torbinskaia	6 52	12 24	...	...	...	**Spirovskaia**	8 10	1 42	...	
...	0 60	0 36	75 0	8 35	5 70	4 40	5 70	1 65	Borovenskaia	...	1 6	...	...	...	Ossentchenskaia	...	2 30	...	
...	0 60	0 36	75 0	9 0	6 15	4 70	6 15	1 75	**Okoulovskaia**	7 53	1 55	...	...	...	Vischne-Volotzkaia	9 11	3 12	...	
...	0 60	0 36	75 0	9 60	6 55	5 5	6 55	1 85	Ouglovskaia	...	2 46	...	...	...	Zaretchenskaia	...	4 2	...	
...	0 60	0 36	75 0	10 20	7 0	5 40	7 0	2 0	Valdaiskaia	9 0	3 34	...	...	...	**Bologovskaia**	10 48	5 5	...	
...	0 60	0 36	75 0	10 80	7 40	5 70	7 40	2 10	Bérézaiskaia	...	4 20	...	...	...	Bérézaiskaia	...	5 45	...	
...	0 80	0 48	100 0	11 35	7 80	6 0	7 80	2 20	**Bologovskaia**	10 17	5 0	...	...	...	Valdaiskaia	11 45	6 31	...	
...	0 80	0 48	100 0	11 90	8 15	6 30	8 15	2 30	Zaretchenskaia	...	6 3	...	...	...	Ouglovskaia	...	7 19	...	
...	0 80	0 48	100 0	12 45	8 55	6 60	8 55	2 40	Vischne-Volotzkaia	11 34	6 53	...	...	...	**Okoulovskaia**	12 52	8 15	...	
...	0 80	0 48	100 0	13 0	8 90	6 85	8 90	2 50	Ossentchenskaia	...	7 35	...	...	...	Borovenskaia	...	9 4	...	
...	0 80	0 48	100 0	13 55	9 25	7 10	9 25	2 60	**Spirovskaia**	12 35	8 28	...	...	...	Torbinskaia	1 53	9 46	...	
...	0 80	0 48	100 0	14 5	9 60	7 40	9 60	2 70	Kalaschniskovskaia	...	9 21	...	...	...	Verebinskaia	...	10 23	...	
...	1 0	0 60	125 0	14 55	10 0	7 70	10 0	2 80	Ostaschkovskaia	1 50	10 18	...	...	...	Bourguinskaia	...	11 8	...	
...	1 0	0 60	125 0	15 5	10 30	7 90	10 30	2 90	Koulitzkaia	...	11 13	...	...	...	**Malo-Vischerskaia**	3 17	12 46	...	
...	1 0	0 60	125 0	15 55	10 65	8 20	10 65	3 0	**Twer**	3 3	12 56	...	...	...	Griadskaia	...	1 41	...	
...	1 0	0 60	125 0	16 0	11 0	8 40	11 0	3 15	Kousminskaia	...	1 48	...	...	...	Volkhovskaia	4 16	2 23	...	
...	1 0	0 60	125 0	16 55	11 30	8 70	11 30	3 25	Zavidorskaia	4 25	2 56	...	...	...	Tchoudovskaia	4 37	2 49	...	
...	1 0	0 60	125 0	16 95	11 60	8 90	11 60	3 40	Reschetnikovskaia	...	3 35	...	...	...	Babinskaia	...	3 37	...	
...	1 20	0 72	150 0	17 35	11 99	9 10	11 90	3 50	**Klinskaia**	5 25	4 23	...	...	...	**Lubanskaia**	5 45	4 32	...	
...	1 20	0 72	150 0	17 75	12 20	9 40	12 20	3 65	Podsolnetchnaia	6 7	5 24	...	...	...	Ouschakinskaia	...	5 24	...	
...	1 20	0 72	150 0	18 20	12 45	9 60	12 45	3 75	Krukovskaia	6 57	6 29	...	...	...	Sablinskaia	...	6 26	...	
...	1 20	0 72	150 0	18 60	12 70	9 80	12 70	3 90	Khimskaia	7 32	7 21	...	...	...	Kolpinskaia	7 21	7 7	...	
400	1 20	0 72	150 0	19 0	13 0	10 0	13 0	4 0	**Moscow** .....arr.	8 0	8 0	...	...	400	**St. Petersburg**.....arr.	8 0	8 0	...	

† The Russian Rable is equal to 100 kopecks, or 3s. 3d.

Remarks.—The Russian Pood is equal to 36 lbs. English.

ST PETERSBURG, LOUGA, AND PSKOFF.—St. Petersburg and Varsovie.—Length, 128 Verstes.

Miles	Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	Trains. 1, 2, 3 class	Trains. 1, 2, 3 class	Trains. 1, 2, 3 class	Trains. 1, 2, 3 class	
Dis.	r. k.	r. k.	r. k.	[NO TUNNELS.	a. m.	a. m.	p. m.	p. m.	
—	—	—	—	**St. Petersburg** .....dep.	8 0	11 30	8 0	10 0	...
10	0 69	0 45	0 25	Tsarskóe-Celo	8 34	12 4	8 34	10 34	...
27½	1 26	0 94	0 52	Gatchina	9 14	12 40	9 14	11 10	...
40½	1 89	1 41	0 78	Siverskaia	9 49	—	9 49	—	...
52	2 37	1 77	0 98	Divinskaia	10 25	Stop	10 25	Stop	...
76½	3 45	2 58	1 43	Préobrajenskaia	11 27		11 27		...
84½	3 84	2 88	1 60	**Louga**	12 8	...	12 8	...	...
128	7 71	5 78	3 21	**Pskoff** .....arr.	4 0	...	4 20	...	...

Miles	Fares. 1st class	Fares. 2nd class	Fares. 3rd class	Stations.	Trains. 1, 2, 3 class	Trains. 1, 2, 3 class	Trains. 1, 2, 3 class	Trains. 1, 2, 3 class	
Dis.	r. k.	r. k.	r. k.		a. m.	a. m.	p. m.	p. m.	
—	—	—	—	**Pskoff** .....dep.	...	8 15	...	7 15	...
—	—	—	—	**Louga**	...	12 27	...	12 26	...
43½	0 39	0 29	0 16	Préobrajenskaia	...	12 50	...	12 50	...
32½	1 47	1 10	0 61	Divinskaia	...	1 59	...	2 5	...
43	1 95	1 46	0 81	Siverskaia	...	2 22	...	2 35	...
56½	2 58	1 93	1 7	Gatchina	8 30	3 5	7 30	3 20	...
71½	3 24	2 43	1 35	Tsarskóe-Celo	9 7	3 42	8 7	4 0	...
84½	3 84	2 88	1 60	**St. Petersburg** .....arr.	9 40	4 15	8 40	4 35	...

Remarks.—Each passenger is allowed only 1 pood of luggage free; above 1 pood there is a charge of 1-5th of a kopeck per pood per verste. Each fractional part of a pood is counted as a pood. Children under 5 years of age, free, from 5 to 10, half-fare in first and second class, and quarter fare in third class.

RAILWAYS IN ENGLAND.

LONDON AND NORTH WESTERN RAILWAY.—Station—Euston Square.

From **London** to **Coventry** and **Birmingham**, at 6.15, 6½, 7½, 9½, 10, and 11¾ a.m.; 1.0, 2.45, 5½, 5¾, and 8.0 p.m. On Sundays at 7½, 8, and 10 a.m.; 8.0 p.m.

From **Birmingham** to **Coventry** and **London**, at 1.20, 7.30, 8.0, and 9.40 a m.; 12.10, 1.45, 3. 0, 5.50 and 7.45 p.m. On Sundays at 1.20, 7.30, and 8.30 a.m.; and 1 p.m.

From **London** to **Stafford**, at 6½, 6½, 7½, 9, 9½, and 10 a.m.; 1.0 2 45, 5. 0, 9.0, and 9.15 p.m. On Sundays at 8 and 10 a.m.; and 9 0 p.m.

From **Stafford** to **London**, at 1, 6.20, 8, 8½, 10.40, 11.15, and 11.30, a.m.; 2.5, 3.15, 5.40, 6.3, 7.15, and 1.0 a.m. On Sundays at 6 20 a.m.; 12.5, and 1.0 a.m.

From **London** to **Chester**, at 6½, 6½, 7½, 9, 9½, and 10 a.m.; 1, 2.45, 5. 0, and 9.0 p.m. On Sundays at 8.0 and 10 a.m; and 9.0 p.m.

From **Chester** to **London**, at 4½, 8.55, and 10.45, a.m., 12.0 noon; 2. 0, 4 30, 5.40, 6.30, & 11.14 p.m. On Sundays at 4.45 and 10.0 a.m., and 11.14 p.m.

From **London** to **Liverpool**, at 6½, 6½, 7½, 9½, and 10 a.m.; 1.0 2½, 5. 0, and 9.0 p.m. On Sundays at 8 and 10 a.m.: and 9.0 p.m.

From **Liverpool** to **London**, at 4.5, 7.30, 8.30, 9.30, 10.30 & 11½ a.m.; 1.15, 3.40, 5.15, & 10.25 p.m. On Sundays at 4.5 and 9½ a.m.; and 10.25 p.m.

From **London** to **Manchester**, at 6½, 6½, 7½, 9, 9½, and 10 a.m.; 1.0, 2.45, 5. 0, and 9.0 p.m. On Sundays at 8 and 10 a.m.; and 9.0 p.m.

From **Manchester** to **London**, at 4.24, 8.30, 10, 10.45, and 11.15 a.m.; 12.0 noon, 12.45, 3.45, 4.15, 5.15 and 11.0 p.m. On Sundays 4.24 and 9.20 a.m.; and 11.0 p.m.

From **London** to **Leeds**, at 6½, 6½, 7½, 9½ a.m., and 2½ p.m. On Sundays, 8 a.m.

From **Leeds** to **London**, at 5.45, 7.45, 9.25 a.m.; 12.30, 3.15, and 8.0 p.m. On Sundays at 7 a.m., and 6¾ p.m.

From **London** to **Preston** and the **North**, at 6½, 6½, 7½, 9, 9½, and 10 a.m.; 1.0, 2.45, and 9.15 p.m. On Sundays at 10 a.m., and 9.15 p.m.

From **Preston** at 3.44, 6.30, 9.55 and 10.0 a.m.; 12.30, 3.42, and 10.30 p.m. On Sundays at 3.44, and 8½ a.m., and 10.30 p.m.

FARES:—London to Birmingham, 1st class, 20s.; second class, 15s.; third class, 9s. 5d. To Stafford, 1st class, 25s.; 2nd class, 18s.; third class, 11s. 0½d. To Chester, 1st class, 30s.; 2nd class, 22s.; 3rd class, 14s. 10½d. To Liverpool, 1st class, 32s.; 2nd class, 25s.; 3rd class, 16s. 9d. To Manchester, 1st class, 30s.; 2nd class, 23s.; 3rd class, 15s. 8d. Liverpool to Manchester, 1st class, 5s. 6d.; 2nd, 4s.: 3rd, 2s. 7½d.

GREAT NORTHERN RAILWAY.—Station—King's Cross.

From **London** to **Lincoln**, 6 30, 7.40, and 9.20 a.m.; 1.45 and 5 5 p.m. On Sundays, 7.30 a.m.

From **Lincoln** to **London**, 7.10, and 11.15 a m.; and 5.55 p m. On Sundays, 1.50 p.m.

From **London** to **Nottingham**, 7.40. 9.20, & 11.0 a.m.; 1.45 & 5.0 p.m On Sundays, 7 30 a m. & 5 p.m.

From **Nottingham** to **London**, 6.30, 7.50, 10.30, and 11.40 a.m.; 2 15, 6.40, and 10 p.m. On Sundays, 2 and 9.0 p m.

London to **Sheffield** and **Manchester**, 6,30, 7.40, 9.20, 10, 10.5, and 11 a.m.; 1.45 and 5 p.m. On Sundays, 5.0 p.m.

Manchester to **Sheffield** and **London**, 6.5, 9.50, 9 15, and 11.35 a.m.; 2 0, 5.0, and 9.30 p.m. On Sunday, 7 a.m., and 5 p.m.

From **London** to **Liverpool**, 7.40, 9.20, and 10.0 a.m.; and 5.0 p.m. On Sundays, 5 p.m.

Liverpool to **London**, 9.0 6.30, and 10.0 a.m.; 12.30, 3.50, and 7.30 p.m.

Fares to Liverpool 1st class, 35s., 2nd class, 26s., 3rd class, 16s. 9d.

London to **Leeds** and **Bradford**, 7.40, 9.20, 10.0, and 11 a.m.; 5.0 p.m., and 9.15 to Leeds only. On Sundays, 7.30 a.m., 9.15 p.m to Leeds only.

Bradford to **Leeds** and **London**, 6.50, 9.30, and 11 45 a.m; 3.35 and 9.5 p.m. On Sundays, 9.45 a.m. and 9.5 p.m. [9.15 p.m.

London to **York**, 7.40, 9.20, 10 0, and 11 a.m.; 5.0, and 9.15 p.m. On Sundays, 7.30 a.m.; and **York** to **London**, 3.45, 7.30, and 10 a.m.; 12.10., 12.15, 4.15, and 9.45 p.m. On Sundays, 3.45, 10.30 a.m.; and 9.45 p.m.

London to **Hull**, 7.40, 9.20, 10.0, and 11 a.m.; 5.0 and 9.15 p.m. On Sundays; 7.30, a.m.; 9.15 p.m.

Hull to **London**, 6.0, 8.40, and 10.40 a.m.; 3.5 and 8.21 p.m. On Sundays, 6.45 a.m.; 8.21 p.m.

London to **Newcastle**, 7.40, 9.20, 10.0 & 11 a.m.; and 9.15 p.m. On Sundays, 7.30 a.m.; 9.15 p.m.

Newcastle to **London** 1.0, 5.15, and 8.20 a m.; 1.30 and 7.8 p.m. On Sundays, 1.0 and 6 a.m.; 7.0 p.m.

London to **Edinburgh** and **Glasgow**, 9.20 a.m., and 9.15 p.m. On Sundays, 9.15 p.m., to Edinburgh only.

Glasgow to **Edinburgh** and **London**, 8.15 and 10.30 a.m.; 5.15 p.m. On Sundays, Edinburgh to London, 9.15 p.m.

London to **Aberdeen**, 9.20 a.m.; 9.15 p.m. On Week days only.

Aberdeen to **London**, 2.24 p.m. On Week days only.

[OVER.

FARES,—London to Lincoln express, 1st class 28s., 2nd class 20s.; 1st class, 24s. 8d., 2nd class, 18s. 4d., 3rd class 11s 6d.—To Nottingham, 1st class 24s., 2nd class 17s. 9d., 3rd class, 10s. 5d.—To Sheffield, 1st class 29s. 6d., 2nd class 22s. 6d., 3rd class 13s. 6½d.—To Manchester, 1st class 33s., 2nd class 24s., 3rd class 15s. 8d.—To Leeds, 1st class 33s., 2nd class 24s., 3rd class 16s.—To Bradford, 1st class 34s. 6d., 2nd class 23s. 8d., 3rd class 16s.—To York, exp. 50s. 9d.: 1st class 35s. 9d, 2nd class 26s. 6d., 3rd class 15s. 10½d. - To Hull, exp. 40s., 1 cl, 30s 6d., 2 cl. 23s., 3 cl. 14s.

SOUTH EASTERN, OR LONDON AND DOVER.—STATION—LONDON BRIDGE.

From London to Folkestone, and Dover, at 6.30, 8.30, 9.30, and 11½ a.m.; 1½, 4½, 5½, and 8½ p.m.
On SUNDAYS at 7½, and 8.30 a.m.; 5½ and 8½ p.m.

From Dover to London, at 2, 5.20, 6.15, 8 and 9 0 a.m; 12 noon, 5½, and 7½ p.m.
On SUNDAYS at 2 and 7½ a.m.; 5½ and 7½ p.m.

From London to Ramsgate, and Margate, at 6.30, and 8.30 a.m.; 11.30, 4.30 and 5.30 p.m.
On SUNDAYS at 7.30 and 8.30 a.m., and 5.30, p.m.

From Margate, and Ramsgate to London, leaving **Margate** at 7.0, 8.0 and 11.10 a.m.; 4 0 and 6.25 p.m. On SUNDAYS, leaving **Margate** at 6.40 a.m; and 4.35 p.m.

Reading to Folkestone and Dover.

From **Reading** at 7.15 a.m.; 12 noon, 3.0 and 6.15 p.m.
On SUNDAYS, from **Reading** at 6.30 p.m.

Dover & Folkestone to Reading at 5.20, 6.15, 8.0 & 9.0 a.m.; 12.0 noon, 5.30 p.m. On SUNDAYS, at 2.0a m.

FARES:—London to Folkestone, 1st class express, 21s. 0d.; 2nd class express, 17s. 3d. ordinary 1st class, 20s.; 2nd, 14s; 3rd, 9s.; Parl. 6s. 10d. To Dover, 1st class express, 22s.; 2nd class express, 18s. 4d.; ordinary 1st class, 20s.; 2nd, 14s. 8d.; 3rd, 9s. 2d.; Parl. 7s. 3d.

Distance from London to Folkestone, 83 miles—to Dover, 88 miles.

EASTERN COUNTIES.—STATION—BISHOPSGATE

From **Harwich to London** at 8.0 a.m.; 12.55 and 5.15 p.m.
On SUNDAYS at 8.30 a.m.; and 4.20 p.m.

From Yarmouth to London at 5.30, 6.25, 9.25 and 10.20 a.m.; 1.50, 3.20 and 8.40 p.m.
On SUNDAYS at 6 0 a.m., 12 noon, and 8.40 p.m.

From **London to Harwich** at 7.25, 9.15, and 11.27 a.m.; 3.0, 4.25, and 8.30 p.m.
On SUNDAYS at 7.10 a.m.; and 4.30 p.m.

From London to Yarmouth at 6.27, 7.25, 8.0, 9 15, 10.57 and 11.27 a.m.; 3.0, 4.25 5.0 and 8.40 p.m.
On SUNDAYS at 1.30, 8.40 and 9.30 p.m.

FARES:—London to Yarmouth, Express, 1st class, 27s. 6d.; 2nd class, 21s. 9d. Ordinary, 1st class, 25s.; 2nd, 20s.; 3rd, 15s. Parl 10s.—To Harwich, Express, 1st class, 16s. 6d.; 2nd class, 13s.; ordinary, 1st class, 14s. 6d.; 2nd, 11s. 6d.; 3rd, 8s. 9d.; Parliamentary, 5s. 9½d.

Distance from London to Harwich, 69¾ miles; to Yarmouth, 121 miles.

GREAT WESTERN—STATION—PADDINGTON.

From London to Bristol at 6.0, 7.15, 9.30, 10.30, and 11.45 a.m.; 2.0, 3.0, 4.50, and 8.10 p m.
On SUNDAYS at 8 a.m.; and 2 p.m.

From Bristol to London at 8.5, 10.0, and 11.20 a.m.; 12.15, 1.0, 2.55, 4.20, 6.45, and 12 45 night.
On SUNDAYS at 10 a.m.; and 5 35 p.m.

FARES:—London to Bristol, 1st class express, 26s.; 2nd class express, 18s. 3d.; ordinary 1st class, 20s. 10d.; 2nd class, 15s. 8d.; 3rd class, 9s. 10d.

Distance between London and Bristol, 118¼ miles.

LONDON AND SOUTH WESTERN.—STATION—WATERLOO BRIDGE.

From London to Southampton, Portsmouth, Salisbury, Dorchester and Weymouth, at 6, 8, 10½, and 11 a.m., 1, 3, 5½ and 8½ p.m. On SUNDAYS at 9½ and 10½ a.m.; 5 and 8½ p.m. **From Portsmouth to London** at 6.25, 8.10, 11.0, and 11.40 a.m.; 2 20 4.15, 6½, and 12.45 p.m. On SUNDAYS at 8.40 a.m.; 5.10, and 12.45 p.m. **From Southampton to London** at 1.30, 7, 8.50, and 11½ a.m.; 12½, 3, 5, and 7.15 p.m. On SUNDAYS at 1·30, 9.30 a.m., and 8 p.m.

FARES:—London to Southampton and Portsmouth, 1st class, 16s.; 2nd, 11s.; Return Tickets, 1st class, 28s., 2nd, 20s.

LONDON, BRIGHTON, AND SOUTH COAST.—STATION—LONDON BRIDGE.

From London to Brighton at 6, 8, 10, and 11 a.m.; 12 noon, 2, 3, 4, 4.10, 5, 5.5, 6, 7, 8, and 10 20 p.m.
On SUNDAYS, at 7 and 10.45 a.m., and 6 and 8.15 p.m.

From Pimlico (West End Terminus) to **Brighton** at 5.50, 7.45, 9.45, 10.50 & 11 45 a.m.; 1.45, 2.45, 3.50, 4.50, 5.50, 6.45, & 7.45 p.m. On SUNDAYS at 6.50 and 10.35 a.m., and 5.50 p.m.

From Brighton to London at 7, 8.10, 8½, 9, 10, 11.15, and 11½ a.m.; 1½, 3½, 5, 6.30, and 8 p.m.
On SUNDAYS at 8½ a.m; 2½, 6½, and 9½ p.m.

From Brighton to Pimlico at 7, 8.10, 9.0, 10.0, 11.15, and 11.30 a.m.; 1.30, 3.30, 5.0, 6.30, & 8 p.m.
On SUNDAYS, at 8 30 a.m.; 2.45, and 6.30, p.m

FARES.—London Bridge or Pimlico to Brighton, express, 1st class, 13s.; express, 2nd class, 10s. 6d.; ordinary 1st 1st class, 10s. 6d.; 2nd class, 8s.; third class, 5s. 9d.; Parl. 4s. 2d.

Distance between London and Brighton, 50½ miles.

For further information, See "BRADSHAW'S RAILWAY GUIDE *for Great Britain and Ireland.*"

BI-MONTHLY ALMANAC & TIDE TABLE.

11th Mo. (November) 1859.

Day	Sun Rises	Sun Sets	Moon's Age	Moon Rises	Moon Sets	High Water London Bridge: M.	High Water London Bridge: After
	h m	h m	d	h m	h m	h m	h m
1 Tu	6 52	4 32	6 5	1 23	9 29	5 11	6 3
2 W	6 56	4 30	☽	1 41	10 11	6 21	6 56
3 Th	6 58	4 29	8 0	1 59	11 0	7 28	8 0
4 F	7 0	4 27	9 5	2 12	morn	8 16	9 24
5 S	7 2	4 25	10 5	2 22	1 3	10 0	10 34
6 S	7 4	4 23	11 5	2 35	2 13	11 3	11 34
7 M	7 5	4 22	12 0	2 48	3 24	11 55	—
8 Tu	7 7	4 20	13 0	3 1	4 37	0 11	0 35
9 W	7 9	4 18	14 0	3 15	5 53	0 6	1 14
10 Th	7 11	4 17	○	3 42	7 15	1 32	1 57
11 F	7 12	4 15	16 5	4 15	8 33	2 8	2 26
12 S	7 14	4 14	17 5	5 2	9 50	2 41	3 2
13 S	7 16	4 12	18 5	6 4	10 53	3 21	3 41
14 M	7 18	4 11	19 0	7 20	11 43	4 1	4 22
15 Tu	7 19	4 10	20 0	8 44	0 19	4 49	5 9
16 W	7 21	4 8	21 5	10 12	0 43	5 35	6 2
17 Th	7 23	4 7	☾	11 37	1 2	6 31	7 2
18 F	7 25	4 6	23 5	morn	1 19	7 37	8 16
19 S	7 25	4 4	24 0	1 1	1 34	8 58	9 34
20 S	7 28	4 3	25 5	2 22	1 47	10 9	10 43
21 M	7 30	4 2	26 5	3 46	2 3	11 14	11 43
22 Tu	7 31	4 1	27 5	5 9	2 20	—	0 10
23 W	7 33	4 0	28 5	6 3	2 41	0 30	0 53
24 Th	7 34	3 9	●	7 54	3 16	1 23	1 45
25 F	7 36	3 8	0 9	9 6	3 59	2 6	2 25
26 S	7 38	3 7	1 9	10 5	4 51	2 49	3 6
27 S	7 39	3 56	2 9	10 51	6 0	3 26	3 49
28 M	7 41	3 55	3 9	11 22	7 11	4 5	4 24
29 Tu	7 42	3 54	4 9	11 49	8 23	4 43	5 2
30 W	7 44	3 53	5 9	0 a 2	9 36	5 22	5 43

12th Mo. (December) 1859.

Day	Sun Rises	Sun Sets	Moon's Age	Moon Rises	Moon Sets	High Water London Bridge: M.	High Water London Bridge: After
	h m	h m	d	h m	h m	h m	h m
1 Th	7 46	3 53	6 9	0 a 16	10 47	6 4	6 46
2 F	7 47	3 52	☽	0 29	11 57	6 49	7 14
3 S	7 48	3 52	8 9	0 39	morn	7 41	8 13
4 S	7 49	3 51	9 9	0 52	1 5	8 17	9 20
5 M	7 51	3 51	10 0	1 5	2 16	9 52	10 22
6 Tu	7 52	3 50	11 0	1 21	3 30	10 51	11 13
7 W	7 53	3 50	12 0	1 41	4 43	11 16	—
8 Th	7 54	3 49	13 0	2 10	6 0	11 0	0 35
9 F	7 55	3 49	14 0	2 51	7 28	0 57	1 20
10 S	7 57	3 49	○	3 49	9 38	1 43	2 5
11 S	7 58	3 49	16 0	5 1	9 35	2 27	2 48
12 M	7 59	3 49	17 0	6 27	10 16	3 10	3 33
13 Tu	8 0	3 49	18 0	7 7	10 47	3 57	4 21
14 W	8 1	3 49	19 0	9 25	11 8	4 45	5 9
15 Th	8 1	3 49	20 0	10 50	11 25	5 34	5 59
16 F	8 2	3 49	☾	m in	11 41	6 24	6 0
17 S	8 3	3 49	22 0	0 11	11 55	7 18	7 19
18 S	8 4	3 50	23 0	1 35	0 a 10	8 21	8 53
19 M	8 5	3 50	24 0	2 55	0 27	9 26	10 0
20 Tu	8 5	3 50	25 0	4 18	0 47	10 35	11 13
21 W	8 6	3 51	26 0	5 38	1 13	11 47	—
22 Th	8 6	3 51	27 0	6 55	1 53	0 13	0 41
23 F	8 7	3 52	28 0	7 55	2 43	1 7	1 31
24 S	8 7	3 52	●	8 46	3 40	1 54	2 16
25 S	8 8	3 53	1 3	9 21	4 55	2 38	2 59
26 M	8 8	3 54	2 3	9 48	6 8	3 18	3 36
27 Tu	8 8	3 54	3 3	10 8	7 21	3 54	4 12
28 W	8 8	3 55	4 3	10 21	8 32	4 29	4 46
29 Th	8 8	3 56	5 3	10 36	9 42	5 3	5 21
30 F	8 8	3 57	6 3	10 49	10 50	5 39	5 57
31 S	8 9	3 58	7 3	10 58	11 0	6 15	6 34

The following LIST, showing the difference of Time between London and the principal Continental and British Ports, is derived from Local Tide Tables, and the best books on Navigation.

	H	M
Aberdeen	sub	0 55
Antwerp	add	3 56
Berwick	—	0 12
Boulogne	sub	2 40
Brest Harbour	add	1 40
Bielle	—	0 54
Brighton	sub.	2 28
Bristol	add	5 10
Calais	sub	2 36
Cape Clear	add	1 54
Cardigan Bar	—	4 39
Cork Harbour (Cove)	—	2 24
Cowes	sub.	3 21
Cuxhaven	—	1 6
Dieppe	—	2 59
Douglas Harbour (Isle of Man)	—	2 56
Dover Harbour	sub	2 56
Dublin	—	2 54
Dunkirk	—	2 26
Folkestone	—	3 7
Gravelines	—	2 26
Guernsey Pier	add	4 24
Havre-de-Grace	sub	4 14
Heligoland	—	3 6
Hellevoet Sluys	add	0 9
Holyhead Harbour	sub	3 42
Hull	add	3 54
Hythe	sub	3 21
Jersey (St Aubyn)	add	4 4
Leith	sub.	0 16
Liverpool	—	2 44
Margate	—	2 2
Milford Haven, entrance	add	3 39
Morlaix	add	2 59
Newhaven	sub	2 16
Newport (Isle of Wight)	—	3 10
New Shoreham Harbour	—	2 17
Ostend	—	1 56
Port Glasgow	—	2 41
Portsmouth Harbour	—	2 27
Ramsgate Harbour	—	2 46
Scilly Islands	add	2 24
Southampton	sub.	3 26
Southend & Sheerness	—	1 27
St. Malo	add	3 34
Texel Road	sub	5 6
Torbay	add	3 54
West Scheldt, entrance	sub	1 31
Weymouth Harbour	add	4 23
Wranger Oog	sub	2 6

EXPLANATION.—To find the time of High Water at the above Places, it will be necessary to add or subtract the numbers in the above Table, according to the directions here given, to or from the time of High Water at London, as given in the Calendar for the day required.

ALPHABETICAL LIST OF STEAMERS TO & FROM FOREIGN PORTS.
NOVEMBER 1859.

The Advertisements referred to in the List of Steamers will be found immediately after the descriptive portion of the Guide.

ADDRESSES OF THE VARIOUS COMPANIES.

AFRICAN S. S. Co., 3, Mincing Lane, London; Laird, Fletcher, & Co., Agents, 28, Castle Street, Liverpool, and 49, Lime Street, London.

AMSTERDAM STEAM BOAT Co., Buitenkant, U. 66, Amsterdam.

ANGLO-ITALIAN STEAM NAVIGATION Co., 21, Water-street, Liverpool.

ANTWERP STEAM Co., 123, Fenchurch-street, London.

AUSTRIAN LLOYDS MAIL STEAM PACKET Co., 127, Leadenhall-street, London.

BRIGHTON STEAM PACKET Co.—Agent: H. P. Maples, 5, Arthur-st. East, London Bridge, London.

BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM PACKET COMPANY, D. & C. MacIver, 8, Water-street, Liverpool.

COLOGNE STEAM NAVIGATION Co., 52, Gracechurch-street, London.

COMPAGNIE GENERALE DES PAQUEBOTS A VAPEUR FLUVIAUX ET MARITIMES, Administration Générale, Jouvellier, Tricot, Edel, & Co., Rue Taitbout, 52, Paris.

COMPAGNIE INTERNATIONALE DE NAVIGATION A VAPEUR—Bureau d'Inscription, Place d'Armes, No. 3, à Bayonne

DANISH GENERAL STEAM NAVIGATION Co., Sahlgreen & Carrall, Agents, Hull.

DANZIG STEAM NAVIGATION Co., George Malcolm & Son, Agents. Hull.

ENGLISH AND BELGIAN GOVERNMENT STEAM Co., 56, Lombard-street., and 52, Gracechurch-st., London.

EUROPEAN AND AMERICAN STEAM SHIPPING COMPANY, Croskey & Co., Agents, London and Southampton.

EUROPEAN AND AUSTRALIAN ROYAL MAIL Co. (limited), 55, Moorgate-street, London, E.C.

GENERAL STEAM NAVIGATION Co., 71, Lombard-street, London.

HULL, ANTWERP, AND ST PETERSBURG—Gee & Co., 9, Pier Street, Hull.

HULL AND BREMEN (North German Lloyd's,) N. Veltman & Co., Hull.

HULL, HAMBURG AND DUNKIRK—Lofthouse, Glover, & Co., Austrian Chambers, Hull.

HULL AND ROTTERDAM, W. & C. L. Ringrose, High Street, and W. H. H. Hutchinson & Co., Agents, Prince's Dock Walls, Hull.

HULL AND ROTTERDAM STEAM PACKET Co., Geo. Lawson, Jun. & Co., 8, Pier Street, Hull.

HULL STEAM PACKET Co. (Brownlow & Co., Agents, Hull).

JERSEY AND GRANVILLE.—Matthew Gallichan, Jersey.

JERSEY, GUERNSEY, AND LONDON STEAM PACKET Co., Cheeswright & Co., Agents, 62, Lower Thames Street, London.

JERSEY STEAM PACKET COMPANY.—E. C. Gallichan, Jersey.

IMPERIAL AND ROYAL DANUBE STEAM NAVIGATION Co., 81, London Wall, London.

LEITH AND ROTTERDAM, D.R. Macgregor, and George Gibson and Co., Leith.

LEITH AND HAMBURG, John Inkster, Leith.

LEITH AND HARLINGEN.—T. B. Yule & Co., Leith.

LEITH TO STETTIN AND COPENHAGEN, J. Inkster Agent.

LEITH AND ST. PETERSBURG, D.R. Macgregor, Leith.

LIVERPOOL AND ROTTERDAM—Wilson Son and Walter, Water Street, Liverpool.

LIVERPOOL, NEW YORK AND PHILADELPHIA STEAM SHIP Co., 12, Tower Buildings, Liverpool.

LONDON AND SOUTH WESTERN RAILWAY STEAM PACKET Co., Waterloo Bridge Station, Waterloo-road, London.

MARINE SERVICES OF THE MESSAGERIES IMPERIALES, 28, Rue Notre Dame des Victoires, Paris; 1, Place Royale, Marseilles; 123, Fenchurch-street, and 1, Coventry-street, London. (W.)

MEUSE STEAM NAVIGATION COMPANY.—Bonhomme, Seydlitz, Entrepreneurs, Quai de la Meuse, Hors la Porte Notre Dame, Maestricht.

NETHERLANDS STEAM PACKET Co., 11, Rood Lane, City, London.

NORTH OF EUROPE STEAM NAVIGATION COMPANY, 84, King William Street, City, London, (E.C.)

PACIFIC STEAM NAVIGATION Co., 27, James Street, Liverpool.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co., 122, Leadenhall-street, London.

ROYAL MAIL STEAM PACKET Co., 55, Moorgate-street, London. E.C.

RUSSIAN STEAM NAVIGATION AND COMMERCIAL Co.—Offices, Odessa.

SARDINIAN ROYAL MAIL STEAM NAVIGATION Co., 81, London Wall, London.

SCREW STEAM SHIPPING Co., 34, Mark Lane, London.

SOUTH EASTERN RAILWAY STEAM PACKET Co., Station, London Bridge, London.

ST. PETERSBURG STEAM SHIP OFFICES.—A. G. Robinson, 64, Mark Lane, London.

THOMAS WILSON, SONS, & Co., Railway Street, Hull.

TWO SICILIES MAIL STEAM NAVIGATION COMPANY, Mr. Viollier, Director, Strada Pilliero, Naples.

WEST HARTLEPOOL STEAM NAVIGATION COMPANY—John Sutcliffe, West Hartlepool.

WEYMOUTH AND CHANNEL ISLANDS STEAM PACKET Co., (Limited).—Joseph Saunders, Manager and Secretary, South Quay, Weymouth.

Aalborg to Copenhagen.—Wednesday and Saturday at 5 p.m. Fare, 7th 16sch.
Aarhuus to Cœrsor.—Daily at 10¾ a.m Fare, 3th. 48sch.
Aarhuus to Copenhagen.—Every Saturday Fare, 5th. 16sch.

Aarosung to Copenhagen.—Thursdays at 4½ p.m. Fares, 7th. 16sch., and 5th. 16sch.

Agen to Bordeaux—At 5½ a.m., in 8 hours.
Aix-les-Bains to Lyons—Monday, Wednesday, and Friday, at 8 a.m. (In six hours.)

Alexandretta to Alexandria and Marseilles, *via Beyrouth and Jaffa*—Messageries Imperiales Co.'s Steamers. See page 493.

Alexandretta to Constantinople, *via Smyrna.*—Messageries Imperiales Co.'s Steamers.
Alexandria to Corfu (*direct*), about the 7th and 21st of every month. (In about 65 hours.) Fares, 1st class, £11; 2nd class, £7, (including berth and provisions.) (*Via Smyrna.*) Every alternate Sunday, in about 7 days. Fares, 1st class, 100 fl.; 2nd class, 68 fl.
Alexandria to Malta, by her Majesty's packets, about the 20th of each month.

Alexandria to Malta (2½ days) **and Marseilles.** (6 days)—By the Peninsular and Oriental Steam Navigation Co.'s Steamers, on the 12th, and 28th of every month.
Alexandria to **Malta,** (4 days) **Gibraltar,** (9 days) **Southampton,** (14 days.)—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 5th and 19th of each month.

Alexandria to Malta, (3 days) **Gibraltar,** (7 days) **and Southampton** (12 days.)—By the Peninsular and Oriental Steam Navigation Co.'s Steamers, on the 11th, 26th, and 27th.

Alexandria to Marseilles and Italy, *via Malta.*—Messageries Imperiales Co.'s Steamers.

Alexandria to Syria and Constantinople, *via Jaffa (Jerusalem), Beyrouth, Tripoli, Latakia, Alexandretta, Mersina, Rhodes, and Smyrna.*—Messageries Imperiales Co.'s Steamers, every alternate Monday at 4 p.m.; and to **Contantinople,** (*direct*) touching only at Dardanelles, November 1st, and every alternate Saturday. See page 493.

Alexandria to Smyrna and Constantinople.—No information. Fares, to Smyrna, 1st class, 75 fl.; 2nd class, 50 fl.; to Constantinople 1st class, 100 fl.; 2nd class, 63 fl.

Alexandria to Syra and Piræus (Athens), *via Smyrna.*—No information. Fares, to Syra, 1st class, 81 fl.; 2nd class, 54 fl.; to Piræus, 1st class, 85 fl.; second class, 56 fl.

Alexandria to Trieste (*direct*).—On or about the 7th and 21st of every month, in about 110 hours. Fares, 1st class, £16: second class, £11 (including berth and provisions). (*Via Smyrna.*) Every alternate Sunday, in about 9 days. Fares, 1st class, 150 fl.; 2nd class, 100 fl.

Algiers to Marseilles.—Messageries Imperiales Co.'s Steamers, Tuesday and Saturday, at noon. See page 493.

Algiers to Marseilles.—First Class Steamers sail fortnightly.
By The General Maritime Co.'s Steamer,—once a month.
By Fare Frassinet's Steamer,—once a month.

Alicante to Carthagena, Malaga, and Cadiz.—No Information.
Algiers to Cette.—On the 5th, 15th, and 20th of each month.

Alpnacht to Lucerne at 8.0 a.m., and 5.15 p.m.

Altona to Amsterdam.—(See Amsterdam to Hamburg and Harburg.)

Alkmaar to Amsterdam—At 4½ and 11 a.m., and 3½ p.m.

Amsterdam to Alkmaar, and Nieuw Diep,—At 9 a.m., and 4½ p.m.
Amsterdam to Altona.—(See Amsterdam to Hamburg and Harburg.)

Amsterdam to Bordeaux.—(90 hours.) Every three weeks. Fares. 15 and 33frs.

Amsterdam to Cuxhaven.—By the Steamers to Hamburg and Harburg. Fares, 13 guilders and 10 guilders. Return Tickets available for the year, 18 guilders, and 12½ guilders.

Amsterdam to Christiania.—Fares, 40 and 30 guilders.

Amsterdam to Deventer.—See Amsterdam to Kampen.

Amsterdam to Genoa.—(14 days) monthly. Fares, 125 to 68 guilders.

Amsterdam to Haarlemmer Meer.—On Mondays, Wednesdays, and Fridays, a 2 p.m.

Amsterdam to Hamburgh.—On the 4th, 9th, 14th, 19th, 24th, and 1st of every month, at midnight, a Steamboat with ample accommodation for passengers, will leave both Amsterdam and Hamburgh. Also, per Stoomvaart, on the 4th, 14th, and 24th of each month. Family Tickets for at least 4 persons at 14 guilders each. Return ditto 22 guilders each. Fares, First Class, 18 guilders; Second Class, 12 guilders; average passage, 33 to 36 hours.

Amsterdam to Harburg.—The communication between these two ports is regularly kept up by two Steamers of the Amsterdam Steamboat Company, conjointly with two Steamboats of the Amsterdam Harburg Company, the dates of departure being previously announced in the weekly newspapers. Fares, 18 guilders; average passage, 33 to 36 hours.

Amsterdam to Harderwyk.—Tuesdays, Thursdays, and Saturdays, 1 p.m., in 5 hours.

Amsterdam to Harlingen—Daily except Mondays, at 7 a.m. Fares—7 f. 6 f., and 4 f.

Amsterdam to Hoorn.—(4 hours.)—Mondays, Wednesdays, and Fridays, at 3½ p.m.

Amsterdam to Hull *via Harlingen.*—The "Gouverneur Van Ewyck," and "Burgemeester Hudekoper," of 60 horse power, on the 5th, 10th, 15th, 20th, 25th and 30th of each month. Fare Cl.; average passage, 30 hours.

Amsterdam to Kampen—(6 hours.)—Daily at 7 p.m.

Amsterdam to Konigsberg. (5½ days.)—Every fortnight. Fares 30 and 40 florins.

Amsterdam to Leer. (30 to 36 hours.)—Monthly. Fares, 12 and 8 florins.

Amsterdam to Leiden.—Daily except Saturday and Sunday at 2½ p.m.

Amsterdam to London.—Every Tuesday.

Amsterdam to Marseilles.—Monthly. Fares, 100 and 55 florins.

Amsterdam to Stettin.—*Via Copenhagen.*—On the 10th, 20th, and 30th of each month. Fares First Cabin, 40 guilders, Second 25 guilders, provisions not included

Amsterdam to Stockholm.—*Via Copenhagen.*—The Screw Steam Ship Noord-Holland, Captain T. Blad, will keep up a regular communication between Amsterdam and Stockholm, calling at Copenhagen and making the passage in 5 days, on the 1st of every month; returning from Stockholm on the 15th. Fares, 60 guilders.

Amsterdam and St. Petersburg.—*Via Copenhagen.*—Twice a month, the dates of departure being previously announced in the local newspapers. Fares, First Cabin 110 guilders. Second Cabin, 80 guilders. Average passage 6 or 7 days.

Amsterdam to Texel.—(8 hours.)—Tuesdays, Thursdays, and Saturdays, at 7 a.m.

Amsterdam to Zaandam.—The favourite paddle Steamboat "Mercurius," with facilities for conveyance of 450 passengers, leaves during the season, daily at 7½, 9½, and 11¾ a.m., 3½, 5, and 7 p.m., and on Mondays Wednesdays, and Fridays, and extra boat at 6½ and 8½ a.m., 2, and 4½ p.m.

Amsterdam to Zatphen.—See Amsterdam to Kampen.

Amsterdam to Zwolle. (7 hours.)—Daily at 8 a.m.

Ancona to the Piræus (Athens) via Molfetta, Brindisi, Corfu, Cephaloni, Zante, Patras, and across the Isthmus of Corinth to Piræus.—Every Wednesday, in about 6 days. Fares, 1st class, 88 fl.; 2nd class, 65 fl.

Ancona to Trieste—Every Monday in 16 hours. Fares, 1st class, 19 fl.; 2nd class, 13 fl

Angers to Nantes.—The *Couriers de la Loire.* 8 a.m., in 5¼ hours. Fares, 3 francs 20 cents, and 2 francs 20 cents.

Antwerp to Goole.—The La Plata, every Saturday. See page 487.

Antwerp to Hull—Gee & Co.'s Steamer, Alster, every Saturday after 10 p.m. Fares, 20s.; Return Tickets, 30s. See page 487.

Hull Steam Packet Company's Steamers, every Wednesday, weather permitting. Fares, 20s. and 10s. See page 492.

Antwerp to Liverpool.—The "Bosphorus." No information.

Antwerp to London.—By the Antwerp Company's Steamer, Baron Osy, every Wednesday, at 1 p.m. See page 482.

Antwerp and the Rhine to London—By the General Steam Navigation Company's Steamers every Friday and Sunday, at 11 a.m. Fares, chief cabin, £1 7s.; fore cabin 20s; children under 10 years half price. See page 486.

Antwerp to Rotterdam—The Telegraph, No. 3 and 4.—Daily.

Antwerp to Tamise.—Daily, at 4 p.m., and from November 15th, at 3 p.m.

Arboga to Stockholm.—Every Wednesday and Saturday at 10 a.m.

Arnheim to Coblenz, Cologne, Dusseldorf, and Remagen — By Cologne and Dusseldorf Co.'s Steamers. See page 498.

Arnheim to Kampen.—Every Monday, Wednesday, and Saturday.

Arnheim to Mayence.—By the Cologne and Dusseldorf Co.'s Steamers,—see page 498; and at 1¼ p.m., by the Netherlands Steam Co.'s Steamers.

Arnheim to Rotterdam—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.

Arona to Intra.—At 6.15 a.m.; 12.35, and 3 45 p.m., daily.

Arona to Magadino.—At 6 15 a.m., and 12.35 p.m., daily.

Arona to Sesto.—At 10.50 a.m., and 4 p.m., daily.

Arth to Zug.—At 10.45 a.m., and 2.35 p.m., in 1 hour.

Athens (Pirœus) to Constantinople direct.—Messageries Imperiales Co.'s Steamers, every Friday at 2 p.m.

Athens (Pirœus) to Constantinople and Syria, *via Syra and Smyrna.*—Messageries Imperiales Co.'s Steamers

Athens (Piræus) to Marseilles, *via Messina.*—Messageries Imperiales Co.'s Steamers, every Friday, 6 p.m. See page 493.

Athens (Piræus) to Megara.—In 6½ hours.

Athens (Piræus) to Trieste, *via Cape Matapan and Corfu.*—Every Friday, in about 2 days to Corfu. Fares, 1st class, 40 fl.; second class, 29 fl.; and in about 4 days to Trieste. Fares, 1st class, 103 fl.; second class, 78 fl.

Athens to the Dardanelles, *via Smyrna.*—Every Wednesday, in about 3 days. Fares, 1st class 38 fl.; second class, 25 fl.

Aussig to Leitmeritz.—Daily at 4 p.m.

Aussig to Schandau, Pirna, and Dresden.—Daily at 11½ a.m.

Avignon to Valence and **Lyons** at 4 a.m.

Bandholm to Copenhagen.—Tuesdays, at 9 a.m. Fares, 5th. 16sch., and 3th. 64 sch.

Bayonne to St. Sebastian, Bilbao & Santander.—On the 1st, 5th, 10th, 15th, 20th, and 25th of each month.

Beckenried to Brunnen and Fluelen, at 8.30 and 11.15 a.m., 3.20 and 5.40 p.m.

Bergen to Egersund, Christiansand, Langesund, and Christiania. The "Lindesnæs," every Saturday, at 5 a.m.

Bergen to Christiansand and Drontheim.—No information.

Bergen to Drontheim, Tromsoe, and Hammerfest. The "Æger," "Nordcap," "Oler," or "Prinds Gustav."

Bergen to Hamburg, calling at HOUGESUND, STAVANGER and CHRISTIANSAND.—The "Bergen, "Nordstjernen," or "Jupiter."

Bergen to Lardalsoeren.—Every Friday at 5 p.m.

Bergen to Rotterdam.—The "Anna," November 12th, and December 3rd.

Berncastle to Treves.—Tuesdays, Thursdays, and Saturdays, at 2½ p.m.; and Mondays and Thursdays, at 6 a.m. in connection with the Railway to Paris, the Rhine Steamers, and the Posts to Luxemburg and Saarbrücken.

Beyrout to Alexandria and Marseilles.—Messageries Imperiales Co.'s Steamers, every alternate Thursday, 5 p.m. See page 493.

Beyrout to Constantinople, *via Smyrna.*—Every alternate Saturday, at 8 p.m., by the Messageries Imperiales Co.'s Steamers.

Beyrout to Jaffa.—In 16 hours. Jaffa is 36 miles or 12 hours from Jerusalem. Every alternate Thursday at 5 p.m., by the Messageries Imperiales Co.'s Steamers.

Biebrich to Coblentz.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Co.'s Steamers.—Daily, at 9½ a.m.

Biebrich to Places on the Rhine.—By the Cologne and Dusseldorf Co.'s Steamers See page 498.
By the Netherlands Co.'s Steamers.—*Upwards*—Daily, at 12½ p.m (for Mannheim.) *Downwards*—Daily, at 9½ a.m.

Bilbao to Santander and Bayonne.—The Bidassoa, several times a-month.

Bilbao to St. Sebastian and Bayonne.—The Simeon, several times a-month.

Bingen to Mayence.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Co.'s Steamers.—Daily, at 10½ a.m.

Bingen to Neuwied.—By the Cologne and Dusseldort Co.'s Steamers. See page 498.
By the Netherlands Co.'s Steamers.—Daily, at 10½ a.m.

Bingen to Places on the Rhine.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Co.'s Steamers.—*Upwards.*—Daily, at 10½ a.m. (for Mannheim.) *Downwards.*—Daily, at 10½ a.m.

Black Sea Steamers.—THE RUSSIAN STEAM NAVIGATION AND TRADING CO.'S STEAMERS run regularly during the summer season between **Odessa** and **Constantinople, Eupatoria, Sebastapol, Talta, Theodosia, Kertch, Nicolaieff, Kherson, Otchakoff,** and *vice versa.* Also between **Kertch** and **Poti, Redoubt-Kaleh** and **Soukhoum-Kaleh,** and *vice versa.*

Bombay to Aden (7 days,) and **Suez** (13 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 12th, and 25th of each month.

Bombay to Galle (Ceylon), (5 days,) **Penang,** (11 days,) **Singapore,** (13 days) **and Hong Kong,** (22 days.)—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 1st and 16th of every month.

Bona to Marseilles, *via Stora.*—Messageries Imperiales Co.'s Steamers, every Monday, at 6 p.m.

Bonn to Coblentz.—By the Cologne and Dusseldorf Co.'s Steamers, see page 498. At 3.0 p.m. by the Netherlands Co.'s Steamers.

Bonn to Cologne—(Deutz.)—By the Cologne and Dusseldorf Co.'s Steamers. See page 498. By the Netherlands Co.'s Steamers.—Daily, at 4½ p m.

Bonn to Mannheim.—By the Cologne and Dusseldorf Co's. Steamers, see page 498. By the Netherlands Co 's Steamers, at 8 a.m., and 3 p.m.

Bonn to Mayence.—By the Cologne and Dusseldorf Co.'s Steamers, see page 498. By the Netherlands Co.'s Steamers, at 3 p.m.

Bonn to Rotterdam.—By the Cologne and Dusseldorf Co.'s Steamer, see page 498. By the Netherlands Co.'s Steamers, at 4½ p.m.

Boppard to Coblentz and down the Rhine to Cologne.—Daily, at 10½ a.m., 12½ and 3¾ p.m.; to Coblentz at 7½ p.m.; to Rotterdam, at 2½ p.m.

Boppard to Goar, and up the Rhine to Mannheim.—Daily, at 7½, 9½ a.m., and 3¾ p.m.; to Mayence only, at 11½ a.m., 1½, and 2½ p.m.

Bordeaux to Blaye and Pauillac....Daily at 7 a.m. and 2 p.m.
Bordeaux to Copenhagen.—Every 20 days.
Bordeaux to Liverpool.—Every 20 days.
Bordeaux to Havre.—Every 8 days.
Bordeaux to Dunkirk.—Every 15 days.
Bordeaux to La Rochelle.—Every 14 days.
Bordeaux to Dublin.—Every 20 days.
Bordeaux to London.—1st and 15th of every month. Albrecht and Sons, Agents, Bordeaux.

Bordeaux to Amsterdam and Rotterdam—Every 20 days. Passage 3 to 4 days. Fares (including provisions) 1st class, 80 frs.

Bordeaux to Tonneins and Agen.—At 5 a.m., in 13 or 14 hours. Fares—to Agen, 4 fr. 50 c. and 3 fr. To Tonneins, 3 fr. and 2 fr.

Boston, U.S., to Liverpool—By the British and North American Royal Mail Steam Ships every alternate Wednesday, (calling at Halifax), Fares, £22 and £16

Boulogne to Folkestone—The South Eastern and Continental Company's Steam Ships—during the present month according to tide. Average passage, 2 hours. (Full particulars, see pages 478 & 479.

Boulogne to London.—By the General Steam Navigation Company's Steamers.—November 2nd, 5 a.m.; 4th and 5th, 7 a.m.; 7th and 8th, 11 p.m.; 10th, 11th, and 14th, midnight; 16th, 4 a.m.; 18th and 19th, 7 a.m.; 21st and 22nd, 11 p.m.; 24th, 25th, and 28th, midnight; and 30th, 4 a.m. Fares:—chief cabin, 14s. fore cabin, 10s.; children under 10 years, half price. Return Tickets, 21s. and 15s. Through tickets from Paris to London, available for ten days 28s., 24s., and 20s. See page 486.

Bregenz to Friedrichshafen—Daily, at 3.30 p.m. per Lindau; Fridays, 7 a.m., direct.

Bregenz to Lindau—Daily at 11.15 a.m.; 3.0, 3.30, and 7.15 p m.

Bregenz to Romanshorn—Daily, at 11.15 a.m.. and 3.30 p.m., per Lindau and Friedrichshafen. Mondays and Thursdays at 4 p.m., per Rorschach.

Bregenz to Rorschach—Daily, at 11.15 and 3 p.m, per Lindau. Mondays and Thursdays at 4 p.m. direct.

Bregenz to Schaffhausen—Fridays, 7 a m., per Friedrichshafen.

Bregenz to Ueberlingen.—Fridays, at 7 a.m., per Friedrichshafen.

Bremen to Bremerhafen.—Daily, at 5.30 and 11 a.m.; and 3 p.m.; (In 6 hours).

Bremen to Hull.—By the North German Lloyd's Steamers. Every Tuesday morning. Fares:—£2 and £1. See page 485.

Bremen to London.—By the North German Lloyd's Steamers every Thursday morning.—See page 485.

Bremen to Minden, Hameln, Carlshafen, and Munden.—By the North German Lloyd's Steamers every Wednesday and Saturday, at 5 a.m.

Bremen (by the Weser) to Stolzenau, CALLING AT HOYA AND NIENBURG.—On Monday and Friday at 5 a.m. Fares—18 ggr. and 12 ggr.

Bremen to New York—By the North German Lloyd's Steamer. See page 485.
Bremen to Oldenburg.—By the North German Lloyd's Steamers daily.

Bremen to Vegesack.—Daily, at 6 and 9 a.m., 12 noon, and 3 p.m

Bremerhafen to Bremen.—Daily, at 6 and 9 a.m.; and 12 noon, in 6 hours.

Brest to Nantes—Daily, at 2 p.m. Fares—24 francs and 18 francs.

Brientz to Interlachen—At 9¼ a.m., 2 and 6.15 p.m.; Fares—2 fr. & 1 fr.

Brighton (Newhaven) to Dieppe.—By Brighton Steam Packet Co.'s Steamers, in connexion with London, Brighton, and South Coast, and Paris, Rouen, and Dieppe Railway Trains, see p. 477.
Brighton (Newhaven) to Jersey—By the Brighton Steam Packet Co.'s Steamers, in connexion with London, Brighton, and South Coast Railway Trains
Brunnen to Beckenried and Lucerne, 7.40 a.m., 2 and 4.45 p.m.
Brunnen to Fluellen, 9.15 a.m., 12 noon, and 4 p.m.
Cadiz to Gibraltar and Malaga.—On the 3rd, 13th, and 23rd of each month, at 6 p.m.
Cadiz to Malaga, Carthagena and Alicante.—Every Thursday at 4 p.m.
Cadiz to Lisbon and Nantes.—On the 10th, 20th, and 30th of each month, at 4 p.m.
Calais to Dover—The South Eastern and Continental Steam Packet Company's ships, daily see pages 478 and 479.

By the English French and Belgian Royal and Imperial Mail Steamers.—Every day at 2.50 a.m.; and every night (Saturdays excepted) at 11 p.m.—(Average passage, 1¼ hour). Fares—chief cabin, 8s. 6d.; fore cabin, 6s. 6d.; four-wheeled carriages, £2 2s.; two-wheeled, £1 1s.; horses, £1 5s.; dogs, 2s. 6d. See pages 480 and 481.

Calais to London.—By the General Steam Navigation Company's Steamers.—November 3rd, 5 a.m.; 5th, 9 p.m.; 9th, midnight; 13th, 1 a.m.; 17th, 5 a.m.; 20th, 6 a.m.; 23rd, midnight; and 27th, 1 a.m.
Fares—14s. and 10s.; children under ten years, half price. Return Tickets, 21s. and 15s. Through Tickets, from Paris to London 28s., 24s., and 20s. See page 486.

Calcutta to Madras (3 days), **Ceylon (Galle)** (7 days), **Aden** (18 days), **and Suez** (23 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 10th and 24th. In May, June, and July, the Steamers leave Calcutta five days earlier. (Forty hours from Suez to Alexandria.)
Callao to Panama.—The Pacific Steam Navigation Company's Vessels, on the 12th, at 4 p.m., and the 27th, at 10 a.m., touching at all the intermediate ports, and arriving at Panama on the 8th and 21st at 8 a.m.
Capo di Lago to Lugano, 7.15 a.m., and 3 p.m.

Carlshafen to Hameln.—Every Monday, Wednesday, Thursday and Saturday, at 9.30 a.m.

Carlshafen to Munden (Hanover).—On Tuesday, Wednesday, Friday and Sunday, at 8 a.m. Fares, 18 ggr. and 12 ggr.
Cette to Algiers—Every Tuesday.
Cette to Philippeville, Bona, Tunis, and Malta.—Every alternate Saturday.

Cette to Oran and Mostaganem, calling at Barcelona, Valence and Alicante every alternate Tuesday.
Chalons-sur-Saone to Lyons, by the Saone, (86½ English miles, or 136 kilometres) The Steamers leave Chalons at 6, 7, 8, and 9 a.m. daily. The passage is performed in from seven to nine hours. Fares, 8 fr., and 6 fr. Travellers should beware of purchasing tickets from touters as they frequently sell them for boats not running. They should also carefully avoid being misled by these touters respecting Hotels, as they are employed to disparage the best and praise the worst.
Chaam to Zug.—At 8.30 a.m., and 3.30 p.m.
Chiem-See (Bavaria).—Steamers on the Lake, from 15th May to 15th October, twice a day, at 8 a.m and 3 p.m. after arrival of the Coach from Salzburg, Berchtesgaden, Reichenhall, Traunstein, with passengers for immediate conveyance to Salzburg, from Arlachung on the Eastern shore, returning immediately from Prien.
Christiania to Amsterdam (4 days).—No information. Fares, 40 & 30 guilders.
Christiania to Christiansand.—Every Sunday and Thursday at 7 a.m.
Christiania to Langesund, Christiansand, Stavanger, and Bergen. The "Lindesnoes."
Christiania to Drammen.—The Express.
Christiania to Frederikshald—Every Sunday and Thursday, at 7 a.m.
Christiania to Gothenburg and Copenhagen, The Krondprinsesse Louise
Christiania to Kiel, calling at Frederikshavn, and Nyborg.—Every Tuesday, at 12 noon.
Christiania and Christiansand to Hull.—T. B. Morley & Co's Steamer, Ganger Rolf. On Fridays, November 4th and 18th. Average passage 48 hours. See page 487.
Christiania to Skien.—Every Monday and Friday at 7 a.m

Christiania to Tonsberg.—Every Monday at noon and every Wednesday at 8 a.m., calling at DRAMMEN.

Christiania to Vallœ.—The Viken

Christiansand to Bergen.—No information.

Christiansand to Christiania.—Every Tuesday and Saturday, at 4 a.m.

Christiansand to Hamburg.—The Nordstjernen, Bergen or Jupiter.

Civita Vecchia to Malta, *via Naples and Messina.*—Messageries Imperiales Co.'s Steamers, every Sunday, at 4 p.m.

Civita Vecchia to Marseilles, *via Leghorn and Genoa.*—Messageries Imperiales Co.'s Steamers, every Wednesday, at 4 p.m., and *via* Leghorn every Saturday at 3 p.m.

Civita Vecchia to Marseilles DIRECT.—Messageries Imperiales Co.'s Steamers, every Sunday at 10 a.m.

Civita Vecchia to Marseilles DIRECT.—Two Sicilies Mail S. N. Co.'s Steamers, every Wednesday at 8 a.m. See page 488.

Civita Vecchia to Naples.—Two Sicilies Mail S. N. Co.'s Steamers, every Monday and and Friday at 3 p.m., and every Saturday at 2 p.m. See page 488.

Civita Vecchia to Naples.—Messageries Imperiales Co's Steamers, every Wednesday, at 3 p.m., every Sunday at 4 p.m., and every Tuesday at 5 p.m.

Coblentz to Biebrich and Mayence-Castel.—By the Cologne and Dusseldorf Company's Steamers. See page 498.
By the Netherlands Co.'s Steamers at 5.30 a.m.

Coblentz to Bonn.—By the Cologne and Dusseldorf Co.'s Steamers. Fares:—Express, 4frs. 80c.; 1st cabin, 3frs. 50c.; 2nd cabin, 2frs. 10c. See page 498.
By the Netherlands Co.'s Steamers at 1½ p.m.

Coblentz to Cochem.—Daily at 2 a.m.

Coblentz to Cologne.—By the Cologne and Dusseldorf Co.'s Steamers. Fares:—Express, 5frs.; 1st cabin, 4frs.; 2nd cabin, 2frs. 50 cents. See page 498.
By the Netherlands Company's Steamers, at 1.30 p.m.

Coblentz to Frankfort.—Every *odd* day (1st, 3rd, 5th, &c.) at 4 a.m. Fares, 16s and 10s kr.

Coblentz to Mannheim.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Co.s Steamers, at 5½ a.m.

Coblentz, up the Rhine.—By the Cologne and Dusseldorf Co.'s Steamer. See page 498.

By the Netherlands Company's Steamers, at 5.30 a.m., for Mayence; and at 12.45 p.m. for Mannheim daily.

Coblentz, down the Rhine.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Company's Steamers, at 1.30 p.m. daily.

Coblentz to Treves.—(On the Moselle,) In one day and a half, passing the night at Berncastel, on Tuesdays, Thursdays, Fridays, and Sundays, starting at 6 a.m., in connection with the Railway to Paris, the Rhine Steamers, and the Posts to Luxemburg and Saarbrucken.

Coblentz to Treves.—(In one day and a half.)—On Tuesdays, Thursdays, and Saturdays, at 5 a.m.

Cochem to Coblentz.—Daily at 6 a.m.

Colico to Como.—Daily, at 2 a.m., and 2.30 p.m.; also, Tuesdays, Thursdays, and Saturdays, at 8 a.m.

Cologne to Arnheim.—By the Cologne and Dusseldorf Company's Steamers. See page 498.
By the Netherlands Company's Steamers, at 8 p.m., daily.

Cologne to Bingen.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.

Cologne-Deutz to Bonn.—By the Cologne and Dusseldorf Company's Steamers. See page 498.
By the Netherlands Co.'s Steamers, daily at 12 noon.

Cologne to Coblentz.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
At 12 noon, daily, by the Netherlands Company's Steamers. Fare, fr. 16sgr.

Cologne to Dusseldorf.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498. By the Netherlands Company's Steamers, at 7 a.m. and 8 p.m., daily.

Cologne to Dusseldorf, Wesel, Emmerich, Arnheim, Doesborgh, Zutphen, Deventer, Zwolle, Kampen, and Amsterdam, (Bremen, Hamburg, Hull,) every Wednesday and Saturday at 4½ a.m.

Cologne-Deutz to Mannheim.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498. By the Netherlands Company's Steamers, at 12 noon, daily.

Cologne-Deutz to Mayence.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498. By the Netherlands Company's Steamers, at 12 noon, daily. Fare, 2r. 17sgr

Cologne to Remagen.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.

Cologne to Rotterdam.—By the Netherland steamers, daily at 8 p.m. Also by the Cologne and Dusseldorf Co.'s Steamers. See page 498.

Cologne to Wesel.—Daily, at 8½ p.m., by Cologne and Dusseldorf Co's Steamers.

Cologne to Wurzburg.—Goods Steamer, taking Passengers, several times a-week.

Como to Colico.—Daily at 9.30 a.m.; and 7.30 p.m. Also on Tuesdays, Thursdays, and Saturdays, at 2 p.m.

Como—Steamers on the lake to and from Colico *en route* for Chiavenna and the Splugen daily.

Constance to Bregenz.—Daily at 7 and 11 15 a.m. On Mondays and Thursdays at 6.30 a.m.

Constance to Friedrichshafen.—Daily, at 7 and 11.15, a.m., 3.45 p.m.; Tuesday and Thursdays 6 15 p.m., direct

Constance to Lindau.—Daily, at 7 and 11.15 a.m., and 3.45 p.m.; Mondays and Thursdays at 6.30 a m.

Constance to Ludwigshafen.—Daily, at 10.0 a.m., Sunday, Wednesday, and Friday, at 2 p.m.

Constance to Meersburg.—Daily, at 7 and 10.0 a.m., and 2 p.m.

Constance to Romanshorn and Rorschach.—Daily at 7 a.m., per Friedrichshafen, 11.15 a.m., and 3 45 p.m., direct; and on Mondays and Thursday, 6.30 a.m., direct.

Constance to Rorschach, 7 a.m., per Friedrichshafen, 11.15 a m., and 3.45 p.m., per Romanshorn; Mondays and Thursdays, at 6.30 p.m.

Constance to Schaffhausen.—Daily, at noon.

Constance to Ueberlingen.—Daily, at 10.0 a.m., and 2 p.m.

Constantinople to Beyrout, *via Smyrna, Rhodes, and Larnaca.*—Every Thursday. *Via Caramania,* once in about 10 days. Fares.—1st Class, 111 fl.; 2nd Class, 76 fl. *Via Alexandria,* once in about 11 days.

Constantinople to Broussa, *via Moudania and Kimlech.*—4 days a week.—Fares, 1st class, 80 piastres, 2nd class, 40 piastres.

Constantinople to Galatz.—Messageries Imperiales Co.'s Steamers, every Monday at noon.

Constantinople to Galatz.—Every Wednesday, and thence by Express Boat on Saturday. See page 499.

Constantinople to Ibraila, *via Varna, Sulina, Tulscha, and Galatz.*—Messageries Imperiales Co.'s Steamers, every Monday at noon.

Constantinople to Larnaca, (Cyprus,) *via Rhodes and Smyrna.*—Every Thursday. *Via Caramania,* once in 9 days. Fares.—1st Class, 99 fl.; 2nd Class, 66 fl. *Via Alexandria,* once in 13 days.

Constantinople to Marseilles, *via Athens and Messina.*—Messageries Imperiales Co's Steamers, every Wednesday at 4 p.m.

Constantinople to Marseilles, *via Smyrna, Syra, (Athens,) and Malta.*—Messageries Imperiales Co's Steamers, every Friday, at 2 p.m.

Constantinople to the Pirœus, *via Gallipoli, Dardanelles, Salonica, and Volo.*—Messageries Imperiales Co.'s Steamers, every alternate Friday, at 2 p.m., from Novemberr 11th and *direct* to the Pirœus, touching only at the Dardanelles, every Wednesday, at 4 p.m.

Constantinople to Trebizonde, *via Ineboli, Sinope, Samsoun, and Kerassund.*—Messageries Imperiales Co.'s Steamers, every Monday at 2 p.m.

Constantinople to Trebizonde.—Once a week, in about 3 days. Fares.—1st Class, 56 fl.; 2nd Class, 38 fl.

Constantinople to Smyrna—Every Monday and Thursday in 2 days. Fares.—1st class, 39 fl.; 2nd class, 24 fl.

Constantinople to Syria and Alexandria, *via Smyrna, Rhodes, Mersina, Alexandretta, Latakia, Tripoli, Beyrouth, and Jaffa.*—Messageries Imperiales Co.'s Steamers, every alternate Friday at 2 p.m., and to Alexandria direct, touching only at Dardenelles, November 3rd, and every alternate Thursday.

Constantinople to Salonica and Volo.—Every Saturday, in about two days to Salonica. Fares.—1st Class, 43 fl.; 2nd Class, 30 fl.; to Volo, in about 3 days. Fares.—1st Class, 46 fl.; 2nd Class, 34 fl.

Constantinople to Varna.—Messageries Imperiales Co.'s Steamers, every Monday at noon.

Constantinople to Varna.—Once a week in 28 hours. Fares.—1st Class, 23 fl.; 2nd Class, 16 fl.

Copenhagen to Amsterdam.—See St. Petersburg to Amsterdam, Stettin to Amsterdam, and Stockholm to Amsterdam.

Copenhagen to Flensburg.—Steamers every Saturday at 6 a.m., and 1 p.m.
Copenhagen to Fredrikshavn.—On Tuesdays, at 1 p.m.
Copenhagen to Kiel.—On Mondays and Thursdays, at 2 p.m.; and daily, per rail, via Horsens, at 7 p.m.
Copenhagen to Gothenburg and Christiania.—The "Krondprinsesse Louise."
Copenhagen to Hull.—The Odin, Thor, or L. N. Hvidt, weekly.
Copenhagen to Leith.—Turnbull, Salvesen, and Co.'s Screw Steamer Arcturus. No information.
Copenhagen and Elsinore to Leith.—J. Inkster's Steamers every Wednesday.
Copenhagen to Lubeck.—Every Sunday at 2 p.m.; and Wednesday at 12 noon.
Copenhagen to Malmoe.—The Hamlet and Ophelia, 10 a.m.; and 6½ p.m.; on Thursdays at 10 a.m, only.
Copenhagen to Nyborg.—On Wednesdays, at 7 a.m, Via Korsœr.
Copenhagen to Swinemunde and Stettin.—The "Hekla" and "Geiser."
Copenhagen to Wismar.—Every Tuesday and Friday, at 3 p.m.
Copenhagen to Ystadt.—On Thursdays, at 6 p.m.
Copenhagan to Aalborg—Monday and Thursday, 4½ p.m. Fares, 17th. 16 Sch.

Cronstadt to Stettin. -The Preussischer Adler, or Wladimir, every Saturday evening. The passage is made in from 65 to 70 hours. Fares, 62 Rthr. 40 Rthr. and 23½ Rthr. One cabin, for 4 persons, 1st class, 273 Rthr.; for 3 persons, 1st class, 205 Rthr.; for 3 persons, 2nd class, 139½ Rthr. These amounts include provisions but not wines. Children under 12 years, half fare.

Dalen to Strœngen, calling at BANDAGLSLIE, TRISCKDT, APELSTAA, SPJOSOD, and FJAAGESUND —The St. Olaf, every Monday, Wednesday, and Saturday, at 6 a.m.

Danzig to Hull.—W. & C. L. Ringrose's Steamers Irwell and Swanland, about every 14 days.

Danzig to Frauenburg, Pillau, and Elbing.—Every Monday, Wednesday, and Friday.
Dantzic to Flensburg.—See Flensburg.

Desenzano (Lago di Gardi) to Riva.—In connection with the Trains on the Lombardo Venetian Railway.
Deventer to Amsterdam. (10½ hours)—Daily, 7 a. m.

Dieppe to Newhaven (Brighton).—By the Brighton Steam Packet Co.'s Steamers, in connection with the London, Brighton and South Coast, and Paris, Rouen and Havre Railway trains. See page 477.
Dinant to Namur.—(1¾ hours.) 7½, 8½ and 11½ a.m., 1½ and 3 p.m. Fares—1 fr. 75 c., and 1 fr. 25 c.
Donauworth to Regensburg (Ratisbon).—Daily at 8 a.m.
Dover to Calais.—(1¼ hour.) By the South Eastern and Continental Steam Packet Co.'s Ships, See pages 478 and 479.

By the English, French, and Belgian Royal and Imperial Mail Steamers, daily, at 4.5 and 11½ p.m. Sundays, at 11½ p.m. Fares, 8s. 6d. and 6s. 6d.; Children, 4s. 3d. and 3s. 3d. Average passage 1¾ hour. See page 480.

Dover to Ostend.—(4 hours.) The Royal Mail Steamers, daily, at 11½ p.m., Sundays excepted. See page 481.

Drammen to Horten and Christiania.—The St. Halvard.
Drammen to Svelvig, Holmestrand, Horten, and Tonsberg.—The St. Halvard every Tuesday, at 7 a.m. Fares to Tonsberg, 112 and 88 skillings.

Drammen to Tonsberg.—The St. Halvard, every Saturday, at 7 a.m.
Dresden to Meiszen and Riesa.—6½ a.m. and 3 p.m.; to Meiszen only at 9½ a.m. and 5 p.m.
Dresden to Pillnitz—6, and 10 a.m., 2, and 6½ p.m.

Dresden to Pirna, Aussig, Schandau, and Leitmeritz.—6 a.m., in 12 hours.

Dresden to Pirna and Schandau.—2 p.m.

Dresden to Tetschen.—6 and 8 a.m., in 6 hours.
Drobak to Christiania.—The "Viken" every Monday morning.

Drokningholm to Stockholm.—Every week-day at 8, 10, 12, 3, 5, 7, and 8 o'clock.

Drontheim to Bergen, Christiansand and Hamburg.—Calling at intermediate Stations.—The Nidelven and Hakon Jarl, every alternate Sunday.

Drontheim to Tromsoe and Hammerfest.

Dundee to Hamburg.—(days.) The Hamburg, from the Stream. No information. Fares—40s. and 25s. Return Tickets available or Return direct, or viz London, 60s. and 46s.

Dundee to Rotterdam.—The Queen.

Dunkirk to Hamburgh.—Once a week.
Dunkirk to Havre.—Once a week Fares, cabin, 25f., fore cabin, 15f.
Dunkirk to Hull.—The Hull Steam Packet Company's Steamers every Wednesday morning. See page 492.
Dunkirk to Hull.—Lofthouse Glover and Co.'s Steamer, Harlequin every Saturday. Fares, 15s and 10s.

Dunkirk to London.—By the Screw Steam Shipping Co.'s Steamers, Sir Robert Peel, or Lord John Russell, November 4th, 7 a.m.; 8th, 11 p.m.; 12th, midnight, 18th, 6 a.m; 22nd, 11 p.m.; and 26th, midnight; (weather permitting). Fares—10s. and 7s.; children under 10 years, half-price. Steward's fee, 1s. 60 lbs. of Luggage allowed to each chief Cabin Passenger *free*.
Dunkirk to Liverpool—The Gannet. November 15th and 17th. Cabin fare, £1 2s. 6d.

Dunkirk to Rotterdam.—Prins Van Orange. Every Saturday, according to tide. Fares. First Class, 30 frs.; Second Class, 20 frs. The passage is made in 12 or 14 hours.

Dusseldorf to Mayence—By the Cologne & Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Co's Steamers.—Daily, at 3 a.m.
Dusseldorf to Rotterdam.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Company's Steamers, at 11 p.m., daily.

Ebensee to Gmunden.—At 8 a.m., 12 noon; 4 and 6 p.m.—Fare, 1 fl.

Eidsvold to Lillehammer, calling at MINDE, GILLUND, HAMAR, NÆSS, SMOERVIGEN, GJORVIK, HEGENHOUGEN, RINGSAKER, and BIRI—By the Dronningen every Monday, Wednesday, and Friday, at 10.30 a.m. By the Jernbarden and S. Ribladner, every Tuesday Thursday and Saturday, calling at all the above Stations at 10½ a.m. Fares, 1st Class, 15½ sk.; 2nd Class, 88 sk.

Elbing to Danzig.—By the Linau, every Tuesday, Thursday, and Saturday, at 7 a.m.

Elbing to Pillau and Konigsberg.—By the Fulton, on Tuesdays, Thursdays, and Saturdays, at 7 a.m. Fares, Elbing to Königsberg, 1st Cabin, 1 R.; 2nd Cabin, 20 sgr.; to Pillau, 1 R. and 20 sgr.; Königsberg to Pillau, 20 and 15 sgr.

Elsineur to Amsterdam.—See Copenhagen to Amsterdam. Fares the same.
Emmerich to places on the Rhine.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Co.'s Steamers. *Upwards*—Daily at 6 p.m. *Downwards*—Daily at 6 a.m.

Farsund to Bergen.—The Lindesnæs or Æger, every Sunday, at 4 a.m.
Fjœrestrand to Uhlefos.—The Statsraad Stang, every Monday at 12 noon, Wednesday, Thursday, and Saturday, at 7 a.m.
Fjœrestrand to Akerhowgen.—Every Tuesday at 12 noon, arriving at 4½ p.m., returning in in the evening.
Flekkefiord to Bergen.—The Lindesnæs or Æger, every Sunday, at 7 a.m.
Flensburg to Corsœr.—Every Monday, Wednesday and Friday, at 9 a.m.

Flensburg to Danzig and Stettin.—Every Wednesday; returning every Thursday.
Flessingue to Antwerp.—Every Wednesday in the morning. Fares, 9frs. 50c., and 5 frs. 22c.
Fluelen to Luzern, calling at BECKENRIED.—7.0 a.m., and 1.15 and 4.15 p.m.
Folkestone to Boulogne—The South Eastern and Continental Steam Packet Co.'s Ships. During the month, according to tide. Average passage, 2 hours. For full particulars, see pages 478 & 479
Frankfort to Bingen.—Daily at 2½ p.m. Fares, 84 and 52 kr.

Frankfort to Cologne.—Daily, at 5½ a.m.
Frankfort to Offenbach, Hanau, Aschaffenburg, Miltenberg, and Wertheim Monday, Wednesday, and Friday, at 5 a.m., in 14½ hours. Fares to Wertheim, 2 fl. 12 kr., and 1 fl. 48 kr.
Frankfurt-on-the-Oder to Stettin.—Wednesday and Saturday, at 5 a.m.

Frederikshald to Christiania.—Every Monday, and Wednesday, at 7 a.m.

Fredriksvœrn to Laurvig, Langesund, and Skien.—The Trafik, every Saturday at 6 p.m., or after the arrival of the Nordcap from Christiana. Fares to Skien, 72 and 60 skillings.
Frederickshald to Christiania.—Every Monday and Wednesday at 7 a.m.

Frederikshald to Stromstad and Gothenburg.—The Necker, every Tuesday. The Uddevalla, every Friday at 5 p.m.
Frederikshavn to Christiania.—Calling at Intermediate Stations. Every Sunday at 8 a.m.

Frederikshavn to Nyborg and Kiel.—Every Wednesday at 6 a.m.
Freiburg to Hamburg, calling at Stade and Blankensee, at 5½ p.m.
Friedrichshafen to Bregenz.—Daily, at 10.15 a.m. and 1.15 p.m.; and Fridays, at 5 a.m

Friedrichshafen to Constance.—Daily, at 9.15 a.m. and 1.5 p.m. Tuesdays and Thursdays, 3 p.m.; Mondays and Thursdays, 6.45 p.m., per Romanshorn.

Friedrichshafen to Langenargen.—Daily at 10.15 a.m.; Fridays and Saturdays, at 5 a.m.

Friedrichshafen to Lindau.—Daily, at 10.15 a.m. direct; 4.0 a.m. and 1.15 p.m. per Rorschach, Saturday, 5 a.m. direct.

Friedrichshafen to Ludwigshafen.—Daily at 9.25 a.m.

Friedrichshafen to Meersburg.—Daily, at 9.25 a.m. direct; Tuesdays 1.5 p.m. per Romanshorn.

Friedrichshafen to Romanshorn.—Daily, at 9.15 a.m.; 1.5 and 6.45 p.m.

Friedrichshafen to Rorschach.—Daily, at 4.0 and 9.15 a.m.; 1.15 and 6.45 p.m.

Friedrichshafen to Schaffhausen.—Daily, at 9.15 a.m. per Romanshorn; and 9.25 a.m., per Meersburg.

Friedrichshafen to Ueberlingen.—Daily, at 9.25 a.m.

Galatz to Constantinople.—On arrival of Express Boat from Vienna, every Thursday by Express Steamer of the Austrian Lloyd's Co., reaching Constantinople on Sunday. See page 495.

Galatz to Pesth, Saturday, by Express Boat, on arrival of the Austrian Lloyds' Express Steamer from Constantinople; ordinary journey, every Saturday by Goods Steamers to Orsova, thence by usual Steamer to Pesth.

Galatz to Odessa.—Every Thursday morning on arrival of the Express Steamer from Vienna, reaching Odessa on Saturday. See page 495.

Galatz to Vienna.—Every Thursday and Saturday. See page 495.

Galway to the United States and Canada.—The Atlantic Royal Mail Steam Navigation Co.'s Steamers. The Prince Albert, November 12th. See page 493.

Geneva to Hermance, Nernier, Thonon, Evian, and Ouchy.—Daily at 5.45 a.m.

Geneva to Morges, Lausanne, and Villeneuve.—At 7 and 9 a.m., and 3 p.m. The 7 a.m. boat touches at Chillon.

Genoa to Leghorn, Civita Vecchia, Naples, Messina Malta, and hence to the Levant and Egypt.—Messageries Imperiales Co.'s Steamers, every Friday at 8 p.m.

Genoa to Leghorn, Civita Vecchia, and Naples.—Two Sicilies Mail S. N. Co.'s Steamers, every Wednesday at 6 p.m. See page 488.

Genoa to Marseilles.—Two Sicilies Mail S. N. Co's Steamers, every Friday at 8 p.m. See page 88.

Gibraltar to Malaga—On the 4th, 14th, and 24th of each month, at 6 p.m.

Gibraltar to Cadiz, Lisbon, & Nantes.—On the 8th, 18th and 28th of each month, at 4 p.m.

Gmunden (Traunsee, Austria) to Ebensee.—Four times a day. To correspond with Railway and Omnibuses. Fare, 1fl. Omnibus to Ischl. Fare, 50kr.

Goar to places on the Rhine—*Upwards*—To Mayence, daily, at 3¾, 8¼, and 10½ a.m.; 12¾, 2¾, and 4¾ p.m.; to Mannheim, at 8½ and 10½ a.m.; 4¾ p.m. *Downwards*—Daily at 9.45 and 11¾ a.m. and 3.15 p.m. (as far as Cologne only); at 1.45 p.m. to Rotterdam; and at 6¾ p.m. (to Coblentz.) By the Netherlands Company's Steamers.—*Upwards*, daily, at 8½ a.m. for Mannheim. *Downwards* daily, at 11½ a.m.

Goole to Antwerp—H. T. Watson Co.'s Steamer La Plata every Wednesday morning. See page 487

Goole to Rotterdam—The Norfolk, every Sunday morning early. Sea passage 17 hours.

Gothenburg to Stromstad and Frederikshald—

Gothenburg and Christiania.—No information.

Gothenburg to Copenhagen.—The Kronprindsesse Louise.

Gothenburg and Copenhagen, direct by night to Flensburg.—per Halland, from Gothenburg every Tuesday at 6 a.m., calling at Warberg and Halmstad, where the ship remains all night; on Wednesday morning calls at Helsingborg and Landscrona, and reaches Copenhagen, at 4 p.m.; on Thursday morning crosses to Malmoe.

Gothenburg to Hull.—(2 days). The Kingston or Hawk every Friday.

Gothenborg to Linkoeping.—Every Tuesday, at 12.30 p.m

Gothenburg to Stockholm.—By the Gota Canal and the Lakes Wenern and Wettern, in about 60 hours. Fares, about 22 Rd.

Granville to Jersey.—The Jersey Steam Packet Co.'s Steamer Rose; November 3rd, 10 a.m.; 6th, 5.30 a.m.; 10th, 5.30 a.m.; 13th, 7 a.m.; 17th, 9 a.m.; 20th, 5 a.m.; 24th, 5 a.m.; and 27th, 6 a.m. Fares—Chief Cabin, 8s.; Fore Cabin, 5s.

Grimsby to Hamburg.—Every Saturday evening. Average passage 40 hours.

Grimsby to St. Petersburg.—Ceased running for the season.

Guernsey and Jersey to Southampton.—The London and South Western Royal Mail Steam Packets, every Monday, Wednesday, and Friday. Also, the Atalanta every Wednesday. See page 484.

Guernsey to London.—The Metropolis every 10 days. Fares, 12s. 6d. and 9s. Average passage 28 hours.

Guernsey to Plymouth.—The Sir Walter Raleigh. Every Friday morning, at 10 o'clock Average passage 7½ hours. Fares, 18s., 12s., and 7s. Return Tickets a fare and a half.

Guernsey to Weymouth.—(6 hours). The Weymouth and Channel Islands Steam Packet Co.'s Steamers every Monday and Thursday, at 8 a.m. Fares, 18s., and 12s.

Gulnar (Kelendri) in Asia Minor.—By sailing-boat to Cyprus, at 6 a.m.; distance, about 60 mls.

Hadelands Glasvoerk to Odnes (on the Randsfiord)—Every Monday and Friday at 8 a.m.

Hamburg to Amsterdam—On the 9th, 19th, and 29th of each month, per Stoomvaart. See also Amsterdam to Hamburg.

Hamburg to Cuxhaven.—Every Tuesday, Thursday, and Friday, in the morning.

Hamburg to Bergen and Drontheim.—Calling at CHRISTIANSAND, STAVANGER, HOUGESUND AALESUND, MOLDE, AND CHRISTIANSUND.

Hamburg to Christiania, calling at CHRISTIANSAND, ARENDAL, AND LANGESUND.—The St. Olaf.

Hamburg to Dundee.—The Hamburg, every 14 days. No information.

Hamburg to Freiburg, calling at BLANKENESE and STADE—Every week-day at 3 p.m.; and Sundays at 4 p.m.

Hamburg to Harburg.—6¼, 9, and 11 a.m.; 1½, 3½, 5, 6½, and 7½ p.m., in about 1¼ hours.

Hamburg to Hoopte.—Monday, Thursday, and Saturday, at 3 p.m.

Hamburg to Hull—By the Hull Steam Packet Co.'s vessels. Fares £2, £1, and 10s. See page 492
T. W. Peters' Steamers, every Thursday. Average passage 42 hours. Fare—Cabin, £2; Return tickets, £3.
Lofthouse, Glover, & Co.'s Steamers. Helen M'Gregor, November 5th and 19th; and Lord Cardigan, November 12th and 26th.

Hamburg to Liverpool.—(5 days)—The Steamers Retriever and Gambia. Ceased for the season.

Hamburg to Leith.—The Snowdoun, or Best Bower, every Saturday evening.

Hamburg to London.—By the General Steam Navigation Company's Steamers.—November 2nd, 5 a.m.; 5th, 8 a.m.; 8th, midnight; 12th, 2 a.m; 16th, 5 a.m.; 19th, 7 a.m.; 22nd, 11 p.m.; 26th, 2 a.m.; and 30th, 4 a.m. Fares—Chief Cabin, £2; Fore Cabin, £1 5s Children under 10 years half fares. Provisions may be obtained of the Steward by arrangement, at one charge for the voyage, viz.:—In chief cabin, 10s.; fore cabin, 7s. 6d. See page 493.

Hamburg to Neuhaus, calling at STADE, BOSCH, and BUNNSBUTTEL.—Every Monday, Wednesday, and Friday, at 7 a.m.

Hamburg to Newcastle.—The Tyne and Continental Steam Navigation Co.'s Steamers. No information.

Hamburg to New York.—The Hamburg American Co.'s Steamers, calling at Southampton, 1st and 15th of each month. See page 489

Hamburg to Stade, calling at BLANKENESE, SCHULAU, LUKE, and ZWISCHENAHN—Daily, except Sundays, at 2½ and 3½ p.m., in 2½ hours.

Hamburg to West Hartlepool.—The West Hartlepool S. N. Co.'s Steamers, every Tuesday and Friday evening. Fares—Cabin £1 10s.; Return Tickets, £2.

Hamburg to Wischhafen—At 2½ p.m.

Hameln to Minden (Prussia)—By the North German Lloyd's Steamers, every Thursday, and Sunday at 8 a m.

Hameln to Carlshafen.—By the North German Lloyd's Steamers, Monday, Tuesday, Thursday, and Saturday, at 6 a.m. Fares, 36 ggr. and 24 ggr.

Hammerfest to Tromsoe, Drontheim and Bergen.—The "Æger," "Nordcap," "Gler," or "Prinds Gustav."

Hammarfest to Vadsoe.—The "Gyller," once a week.

Harburg to Amsterdam.—See Amsterdam to Harburg.

Harburg to Hamburg.—7½, 9, and 10¼ a.m.; 1½, 5, and 7 p.m., in about 1¼ hours.

Harburg to Hull.—The Harburg England Steam Navigation Co.'s Steamer, every Saturday evening, (weather permitting.) Average passage 48 hours.

Harderwyk to Amsterdam.—(5 hours) Monday, Wednesday, and Friday, at 8 a.m.

Harlingen to Amsterdam—Daily except Tuesdays, at 8 a.m. Fares—7f., 6f., & 4f.

Harlingen to London.—By the Screw Steam Shipping Co.'s Steamer, Citizen. Every Wednesday morning.

Harlingen to Hull.—A Screw Steamer leaves every Wednesday.

Havre to Caen- daily, in 4 hours. Fares, 6f. and 5f.

Havre to Cherbourg—Every Sunday in 12 hours. Fares, 12f. and 10f.

Havre to Honfleur.—Twice daily. Fares—1st class, 1½ francs; 2nd class, 1 franc. On Fete-days and Sundays, 2 francs and 1½ francs.

Havre to London.—By the General Steam Navigation Company's Steamers.—November 2nd, 8 a.m.; 9th, 1 p.m.; 16th, 4 p m.; 23rd, noon; and 30th, 4 p.m. Fares—Chief Cabin 14s.; Fore Cabin, 10s. Return Tickets, 21s. and 15s. Children under 10 years, half-price. Through tickets Paris to or from London 28s. and 20s.. See page 486.

Havre to Liverpool.—Every Monday.

Havre to New York and the Brazils.—Monthly.

Havre to Rouen.—Daily.

Havre to Rotterdam—The Bordeaux and Seine, on the 4th, 14th, 19th, 24th, and 29th. Fares-(provisions not included,) 1st class, 25frc.; 2nd class, 15frc.

Havre to Southampton.—The London and South Western Railway Company's Steamers—November 2nd, 11.45 p.m.; 4th, 7 p.m.; 7th and 9th, 8.30 p.m.; 11th, 11.45 p.m.; 14th, 9.30 p.m.; 16th, 11.45 p.m.; 18th, 5.30 p.m.; 21st and 23rd, 8.30 p.m.; 25th, 11.45 p.m.; 28th, 9.30 p.m.; and 30th, 11.45 p m. See page 484.

Havre to Spain—Once a month. Fares to San Sebastian 120f., Santander 150f., Corunna 253f. Cadiz 360f., Malaga 400f.

Heidelberg-Mannheim to Heilbronn—Daily, at 6 a.m., in 12 or 13 hours. Fares, 1st cl., 3 fl.; 2nd cl., 2 fl.

Heilbronn to Heidelberg-Mannheim.—Daily, at 7 a.m., in 6 hours.—Fares, 3fl and 2fl.

Helsingborg and Helsigor to Copenhagen—6 a.m., 2½ and 7½ p.m.

Hitterdal to Ulefoe, Gvarv, Akerhougen, Fahrvolden, and Fjoerestrand.—Every Tuesday, at 5 a.m.; Wednesday, Thursday, and Saturday, at 2 p.m. Fares to Fjœrestrand, 90 and 34 skillings.

Hoorn to Amsterdam.—Daily at a.m., Sundays excepted.

Homberg (Ruhrort) to places on the Rhine.—*Upwards*—Daily at 3½ and 10½ p.m. *Downwards*—Daily at 1.15 and 11 a.m.

Honfleur to Havre.—Twice daily. See HAVRE.

Hong Kong to Manilla (4 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 9th and 24th of every month.

Hong Kong to Shanghai, (5 days).—By the Peninsular and Oriental Steam Navigation Company's Steamer, on the 10th & 27th, with Mails & Passengers brought to Hong Kong per Steamer of the 4th of the previous month from Southampton.

Hong Kong to Singapore, (6 days), **Penang,** (10 days), **Galle (Ceylon),** (16 days), **and Bombay,** (21 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 15th and 30th. During the S. W. Monsoon an allowance is made in the dates of the Steamers leaving Hong Kong, Shanghai, and Manilla.

Hoopte to Hamburg.—Monday, Thursday, and Saturday, at 7½ a.m.

Horsens to Odense and Copenhagen.—Every Wednesday.

Horten to Drammen.—The St. Halvard, every Friday at 12.15 p.m. Fares 84 and 56 skillings.

Hull to Amsterdam.—The Screw Steamers Gouverneur van Ewyck, and Burgemeester Huidekoper, every Wednesday evening. N. Veltmann & Co., Agents. Average passage, 30 hours. Fare, £1.

Hull to Antwerp.—Gee & Co.'s Steamer, Alster, every Wednesday, as soon after 4 p.m., as the tide permits. Fares, 20s. Return Tickets, 30s. See page 487.

The Hull Steam Packet Company's Steamers, weather permitting, (carrying Post Office letter-bags,) every Saturday evening. Average passage 26 hours. See page 492

Hull to Bergen.—The Anna, Friday November 4th and 25th. Fare, £3 3s. and £2 2s.

Hull to Bremen.—The North German Lloyds' Steamers, every Saturday evening. N. Veltmann and Co., Agents. Average passage 36 hours. Fares, £2 and £1. See page 485.

Hull and Grimsby to Cronstadt.—Bailey and Leetham's steamers, the St. Petersburg Moscow, Russian, and Southampton. Weekly during the season.

Hull to Christiansand and Christiania.—T. Wilson, Sons and Co.'s Steamer, Scandinavian, Friday, November 4th and 18th. Average passage two days.

Hull to Christiansand and Christiania.—T. B. Morley and Co.'s Steamer, Ganger Rolf., on Fridays November 11th and 25th. Average passage 18 hours. See page 487.

Hull to Copenhagen.—T. Wilson, Sons, and Co.'s Steamers.—The Baltic, Sea Horse, or Irwell, weekly. Average passage 2½ days.

The Danish General Steam Navigation Co.'s Steamers, Odin, Thor, or L. N. Hvidt, weekly Average passage 65 hours.—Sahlgreen and Carrall, Agents.

Hull to Copenhagen and St. Petersburg. — Gee & Co.'s Steamers ceased for the season, will resume again about May, 1860.

Hull Steam Packet Company's Steamers, (carrying Post Office letter bags), weekly, during the Baltic season. See page 495.

Hull to Cronstadt and St. Petersburg.—Thos. Wilson Sons & Co.'s Steamers, Baltic, Arctic, or Atlantic, once a-week.

Hull to Danzig.—W. & C. L. Ringrose's Steamers, Irwell and Swanland, about every 14 days.

Hull to Dunkirk.—The Hull Steam Packet Company's Steamers. Average passage 24 hours Every Saturday evening. See page 492.

Hull to Dunkirk.—Lofthouse, Glover & Co.'s Steamer, Harlequin, every Wednesday.

Hull to Gothenburg.—(2 days,)—T. Wilson, Sons, & Co.'s Steamer, Kingston, or Hawk, 7 o'clock every Saturday morning.

Hull to Hamburgh.—The Hull Steam Packet Co.'s vessels (carrying the Royal Mails)—every Tuesday evening. Fares—£2, £1, and 10s. Average passage 42 hours. See page 492.

Lofthouse, Glover & Co.'s Steamers, November 5th, 12th, 19th and 26th. Fares: Best Cabin, £2; Fore Cabin, £1. Return Tickets extending over one month—Best Cabin, £3; Fore Cabin £1 10s. —Average passage, 38 to 40 hours.

T. W. Peters' Steamers every Thursday evening. Best Cabin Fare, £2. Return Ticket, £3.

Hull to Harburg.—The Harburg England Steam Navigation Co.'s steamers every Saturday night, as soon after 6 p.m. as the tide will permit. George Cammell, Agent, Hull.

Hull to Kampen.—Every Wednesday.

Hull to Konigsberg.—T. Wilson, Sons, & Co.'s Steamer to suit the Trade. Average passage 4 days.

Sahlgreen & Carrall's Steamers Odin, Thor, L. N. Hvidt, weekly. Average passage 4 days.

Hull to Leer.—The Corkscrew, every 10 days. Bailey and Leetham, Agents.

Hull to London.—By the General Steam Navigation Company's Steamers.—Every Wednesday and Saturday. Fares, 6s. 6d. and 4s. Return Tickets, 9s. 9d. and 6s. 6d.

Hull to Riga.—The Arctic, every three weeks as long as the navigation continues open. Fred. Helmsing & Co., Agents.

Hull to Rotterdam.—W. H. H. Hutchinson's steamer—The Sea Gull, or Hawk, every Wednesday, W. & C. L. Ringrose's Steamer, "Sea Horse," or other screw steamer, every Saturday. Fares—Single tickets, £1., Steward's fee, 2s. 6d.; Deck, 7s. 6d., Return tickets, 30s. See page 489.

Geo. Lawson junr. and Co.'s Steamers.—The Enchantress every Wednesday, and the Ocean Queen every Saturday, according to tide. Fares—Best Cabin, 15s., Steward's fee, 2s. 6d.; Deck 10s.; Return tickets, 25s. Average passage, 24 hours.

Hull to Stockholm, (*via* **Gothenburg**) T. Wilson, Son. & Co.'s Steamers, Hawk or Kingston, every Saturday at 7 a.m.

Hull to St. Petersburg.—T. Wilson, Sons, and Co.'s Steamers, every week or 10 days.

Hull (Grimsby) to St. Petersburg.—The Hull Steam Packet Co.'s Steamers, Weekly during the season.

Gee & Co.'s Steamers will resume sailing about May. 1860.

Bailey and Leetham's Steamers, The St. Petersburg, Labuan, Russian, and Cossack. Weekly during the season. See page 491.

Hull to Stettin. (3½ days,)—The Swanland, Irwell, or Secret, once a week.

Hull to St. Michael's, Azores.—T. Wilson, Sons, & Co.'s Steamer, The Humber, to suit the trade.

Hull to Tonning.—J. A. Dunkerley and Co.'s Steamer, No information. Average passage 2 days.

Hull to Zwolle.—The Minister Thorbecke, every Tuesday.

Huy to Liege.—The Meuse Steam Navigation Co.'s Steamers. Daily at 8 a.m. and 3 p.m.

Huy to Namur.—The Meuse Steam Navigation Co.'s Steamers. Daily, at 9 a.m., and 3 p.m.

Iceland via **Faroe to Leith.**—Turnbull, Salveson & Co.'s Screw Steamer, Arcturus. No information. Fare—Cabin, £5; provisions extra.

Interlachen to Brientz.—8 and 10¾ a.m., and 5 p.m., in 1 hour.

Interlachen to Thun.—See Neuhaus.

Intra to Arona.—at 5.45 and 9.0 a.m.; and 1.35 p.m. daily.

Intra to Sesto. Daily at 9.0 a.m., and 1.35 p.m.

Intra to Magadino.—At 7.35 a.m., 2.35, and 5.30 p.m., daily.

Ionkoping to Stockholm.—Every 3 or 4 days

Jaffa (Jerusalem) to Alexandria and Marseilles.—Messageries Imperiales Co.'s Steamers, every alternate Friday, 6 p.m. Passage to Alexandria, about 36 hours.

Jaffa (Jerusalem) to Constantinople, *via Smyrna*,—Messageries Imperiales Co.'s Steamers every alternate Wednesday, 3 p.m.. See page 502.

Jersey to (Newhaven) Brighton—The Brighton Steam Packet Company's steamers, in connexion with the London, Brighton, and South Coast trains, November 1st, 8 p.m.; 8th, 3 p.m.; 15th, 7 p.m.; 22nd, 2 p.m., and 29th, 7 p.m. See page 483.

Jersey to Granville.—The Jersey Steam Packet Co.'s Steamer Rose. November 2nd, 6.30 a.m., 4th, 8 a.m., 9th, 11 a.m., 11th, noon, 16th, 6 a.m., 18th, 8 a.m., 23rd, 11 a.m., 25th, noon, and 30th, 6 a.m. Fares:—Chief Cabin, 8s.; Fore Cabin, 5s. Average passage, 2½ hours.

Jersey (*via* **Guernsey**) **to London.**—The Metropolis, every ten days, giving passengers two days at Guernsey. Fares 12s. 6d. Capt. J. Coker, Agent, Jersey.

Jersey (*via* **Guernsey**) **to Plymouth**—The Sir Walter Raleigh, every Friday, at 7.30 a.m., (calling at Guernsey about 2 hours after.) Fares:—21s., 14s., 8s. Return Tickets, a fare and a half.

Jersey (calling off **Guernsey** about 1½ hour afterwards) **to Southampton.**—The Royal Mail Packets in connection with the London and South Western Railway, every Monday, Wednesday, and Friday, at 7.0 a.m.; also, the Atalanta, every Wednesday, November 2nd, 9 a.m., 9th, 7 a.m., 16th, 9 a.m., 23rd, 7 a.m., and 30th, 9 a.m. See page 494.

Jersey (calling off **Guernsey** about 1½ hour afterwards) **to Weymouth.**—Every Tuesday, and Saturday, at 6.30 a.m. Fares—1st class, 18s.; 2nd class, 12s. See page 494.

The Weymouth and Channel Islands Steam Packet Company's Steamers, every Monday, and Thursday, at 6.30 a.m. Average passage 8 hours. Fares—1st class, 18s.; 2nd class, 13s.

Return Tickets available for 28 days, 1st class 30s., 2nd class 20s.

Jersey to St. Malo.—The Alar, November 5th and 12th, 10.30 a.m.; 19th and 26th, 10 a.m. Fares: 6s. and 3s. Return Tickets available for a month, 9s. and 4s. 6d. E. C. Gallichan, Agent, 4, Bond-street, Jersey. See page 493.

Jersey to St. Malo, (2¾ hours.)—The Jersey Steam Packet Co.'s Steamer, Venus. November 2nd, 8 a.m; 5th, 11 a.m.; 9th, 1 p.m.; 12th, 6 30 a.m.; 16th, 8 a.m.; 19th, 10 a.m.; 23rd, 1 p.m.; 26th, 6.30 a.m.; and 30th, 8 a.m. Fares, 8s. and 5s.

Kampen to Amsterdam.—(6 hours.) Daily at 1 p.m.

Kiel to Christiania, calling at Nyborg and Frederikshavn, every Saturday at 11 a.m., after arrival of the train from Altona.

Kiel to Copenhagen every Tuesday and Friday at 9 p.m., and daily, via Korsor at 9 p.m.

Kiel to Fredrickshaven every Saturday at 11 a.m.

Kiel to Korsoer.—The Viken.
Kiel to Nyborg, daily, via Korsoer, at 9 p.m., and every Saturday at 11 a.m.
Kiel to Nyeborg, Frederickshaven and Christiania—Every Friday, at 10 p.m.

Konigsberg to Hull.—The Odin, Thor, or L. N. Hirdt, weekly.
Konigsberg to Memel—In 12 to 14 hours. Morning early. Fares, 3 th. 10 sgr., and 2 th.
Konigsberg to Pillau and Elbing—By the Fulton, on Mondays, Wednesdays, and Fridays at 7 a.m. Fares—Konigsberg to Elbing, 1st cabin, 1 R.; 2nd cabin, 20 sgr.; to Pillau, 20 sgr. and 15 sgr. Pillau to Elbing, 1 R. and 20 sgr.

Konigsberg to Pillau, Fahrwasser, & Danzig—Every Tuesday, Thursday, and Saturday.
Konigsberg to Pillau, Swinemunde, and Stettin.—The "Konigsberg," or "Ostsee," on the 4th, 8th, 12th, 16th, 20th, 24th, and 28th of every month, at 5 a.m.—Fares to Stettin, 5 thlr., 3 thlr., and 2 thlr.; to Pillau, 20 sgr., and 15sgr.
Konigs-See.—Bavaria—Boats of any size may be had upon the Lake, at from 16 kr. to 1 fl. per day.
Konigswinter to Coblentz.—By the Cologne & Dusseldorf Co.'s Steamers, see page 498; and at 3½ p.m., by the Netherlands Co.'s Steamers.
Konigswinter to Bonn and Cologne.—By the Cologne and Dusseldorf Co.'s Steamers' see page 498; and at 4 p.m., by the Netherlands Co.'s Steamers.
Konigswinter down the Rhine to Rotterdam.—By the Cologne and Dusseldorf Co.'s Steamers, see page 498; and at 4 p.m., by the Netherlands Co.'s Steamers.
Korsoer to Horsens.—The "Diana", Every Saturday about 10½ a.m.
Korsoer to Kiel.—The "Viken."
Korsoer to Flensburg.—The "Diana," every Monday and Friday afternoon.
Korsoer to Drobak.—The "Viken."
Koeping to Stockholm.—On Wednesdays and Saturdays, at 10 a.m.
Kussnacht to Lucerne.—At 10.30 a.m.; and 2.25 p.m.
Langenargen to Bregenz and Lindau.—Daily at 10.50 a.m.
Langenargen to Constance, Ludwigshafen, Meersburg, Schaffhausen, and Ueberlingen.—Fridays and Saturdays, at 7.40 a.m.
Langenargen to Friedrichshafen and Romanshorn.—Daily, at 4.40, p.m.; and on Fridays and Saturdays, at 7.40 a.m.
Langenargen to Rorschach.—Daily at 10.50 a.m., per Lindau, and 4.40 p.m.; Fridays and Saturdays at 7.45 a.m., per Friedrichshafen.
Lago di Como.—Steam-boats daily from Como to Domaso and Colico. Fares 2 fl.
Lago di Garda.—Steam-boats daily from Riva to Desenzano, stopping at Garda and several other places. In correspondence with the trains on the Lombardo Venetian Railway. Fares there and back, 4 Austrian lire, and 2 ditto.
Lago Maggiore.—Steam-boats daily, at 4 a.m., and at various hours during the day, from Magadino to Sesto Calende and Arona. Fares to Arona, 1 fr. 20 c.
Lago Maggiore.—From Sesto Calende to Arona and Magadino, every day. Fare, 1 fr. 30 c.
Langesund to Skien.—The Trafik every Monday, at 5 p.m.; Tuesday and Thursday, at 9 a.m.; Friday, at 7 a.m.; Saturday, at 6 a.m. Fares—52 and 40 skillings.
Langesund to Fredriksvoern and Laurvig.—The Trafik every Saturday at 12 noon. Fares to Fredriksvoern, 60 and 48 skillings.
Lardalsoeren to Bergen.—Every Sunday afternoon.
Latakia to Alexandria and Marseilles, *via Beyrouth.*—Messageries Imperiales Co.'s Steamers, every alternate Sunday at 6 p.m.
Latakia to Constantinople, *via Smyrna.*—Messageries Imperiales Co.'s Steamers, every alternate Monday, 4 p.m.
La Teste to San Sebastian and Bilboa.—Once a week, in about 12 hours.
Lausanne (Ouchy), to Morges, Coppet, and Geneva.—Daily, at 7.45, a.m., 3, and 4½ p.m.
Lausanne to Vevay and Villeneuve.—Daily at 10 a.m., 12 noon, and 6 p.m.
Leghorn to Civita Vecchia, Naples, Messina, Malta, and hence to the Levant and Egypt.—Messageries Imperiales Co.'s Steamers, every Saturday at 5 p.m.
Leghorn to Civita Vecchia, and Naples.—Two Sicilies Mail Steam Navigation Co.'s Steamers, every Thursday at 4 p.m. See page 488.
Leghorn to Genoa and Marseilles.—Two Sicilies Mail Steam Navigation Co.'s Steamers, every Monday at 6 p.m. See page 488.
Leghorn to Marseilles, *via Genoa.*—Messageries Imperiales Co.'s Steamers, every Thursday, at 5 p.m.
Leghorn to Marseilles—*direct.*—By the Messageries Imperiales Co.'s Steamers, every Saturday, at 3 p.m.
Leiden to Amsterdam.—Daily except Saturdays and Sundays, at 5 a.m. On Mondays at 3½ a.m.
Leith to Copenhagen.—Turnbull Salveson and Co.'s Steamers. No information. Average passage, 60 hours.
Leith to Copenhagen and Elsinore.—John Inkster's Steamers, every Tuesday.

Leith to Hamburg.- The Best Bower or Snowdoun, November 5th, 10 p.m.; 12th, 3 p.m.; 19th, 10 p.m.; and 26th, 3 p.m. J. Inkster, Agent. Fares, 42s. and 21s. Return Tickets, available for a month, 63s. and 31s. 6d.

Leith to Iceland (calling at FAROE)—By Turnbull, Salvesen, & Co.'s Screw Steamer Arcturus No information. Fare. Cabin, £5; provisions extra. Average passage 5 days, remaining 8 days.

Leith to Rotterdam.—The Holyrood. No information. Fares, £2 2s.; Return Tickets, £3 3s.

Leith to Rotterdam and the Rhine.—D. R. Macgregor's Steamer Ivanhoe. Saturday, November 12th, and 26th, Evening Tide. Fare, £2 2s.; Return Tickets, £3 3s. Average passage, 48 hours.

Leith to Tonningen.—Turnbull Salvesen and Co.'s Steamers, twice a month.

Leith to Stettin.—The Gnome, Gertrude, or Orient. Every Wednesday or Thursday.—J. Inkster, Agent.

Leith to St. Petersburg.—Every 10 days. D. R. Macgregor, Agent.

Leitmeritz to Pirna and Dresden.—8 a.m., in 8 hours.

Liege to Huy.—At 5.30 a.m. and 3 p.m

Liege to Seraing.—Daily at 7, 9, and 11 a.m., 1, 3, 5, and 7 p.m.

Liege to Visé and Maestricht.—The Liege. Maestricht, and Venlo Steam Co.'s Vessels, dail at 6.30 a.m. and 4 p m. The Meuse Steam Navigation Co.'s Vessels, daily at 6½ and 11 a.m., and 6 p.m. Fares—2 fr. and 1 fr.

Liege to Huy and Namur.—The Meuse Steam Navigation Co.'s Vessels, daily at 6 a.m., and 12 noon. Fares—2 frs. and 1 fr.

Lillehammer to Eidsvold.—CALLING AT BIRI, RINGSAKER, HEGENHOUGEN, GJOVIK, SMOKEVIGEN, NAESS, HAMAR, GILLUND, AND MINDE.—By the Jernbarden every Monday, Wednesday and Friday, at 6 a.m.—By the S. Ribladner, every Monday, Wednesday and Friday at 9 a.m., and by the Dronningen every Tuesday, Thursday and Saturday at 7 a.m. Fares, 1st class, 154 skillings; 2nd class, 88 skillings.

Millehammer to Eidsvold—CALLING AT ALL THE ABOVE PLACES.—By the Dronningen every, Tuesday, Thursday, and Saturday, at 7 a.m. Fares, 1st class, 154 skillings; 2nd class, 88 skillings.

Lindau to Bregenz.—Daily, at 10.30 and 11.45 a.m.; 2.30 and 6,30 p.m.; Mondays and Thursdays, 12 noon.

Lindau to Constance.—Daily, at 8.45 a.m.; Tuesdays and Fridays, 12,20 p.m. per Romanshorn; Mondays and Thursdays, 4.50 p.m. per Rorschach.

Lindau to Friedrichshafen.—Daily, at 4 p.m.; 7 a.m. on Saturdays direct; daily at 4.15 and 9 a.m.; and on Sundays at 6.45 p.m., per Rorschach.

Lindau to Langenargen.—Daily, at 4 p. m. Saturday, at 7 a.m.

Lindau to Ludwigshafen and Ueberlingen.—Daily at 4.15 a.m.; Sundays, Wednesdays, and Fridays, at 8.50 a.m.; Saturday, at 7 a.m.

Lindau to Meersburg.—Daily, at 4.15 and 8.50 a.m; Saturdays, 7 a.m.

Lindau to Romanshorn.—Daily, at 8.50 a.m ; 12.20 p m. direct; 4.0 p.m. per Friedrichshafen; Mondays and Thursdays, 4.50 p.m. per Rorschach; Saturdays, 3.30 p.m. direct.

Lindau to Rorschach.—Daily, at 4.15 and 9 a.m.; 1.15 and 4.50 p.m.; Sundays at 6.45 p.m.

Lindau to Schaffhausen.—Daily, at 8.50 a.m. per Romanshorn.

Linkœping to Stockholm.—Every Thursday at 4 p.m.

Linkœping to Gœtheborg.—Every Friday morning.

Linz to Passau.—Every day. Fares—first class, 3fl. 3kr.; second class, 2fl. 12kr.

Linz to Ratisbon—At 5 a.m. Fares, 7 fl. 51 kr., and 5 fl. 36 kr., in two days.

Linz to Vienna.—Daily at 7 a m.—Corresponding with the Bavarian steamboats from Ratisbon and Donauwörth. By the Imperial and Royal Danube Steam Navigation Co. See page 495.

Linz to Vilshofen.—Daily at 5 a.m. Fares—3 fl. 51 kr., and 2 fl. 45 kr.

Lisbon to Milford Haven.—Once a month; by the steamers of the Anglo-Luso-Brazilian Royal Mail Co. See page 492.

Lisbon to St Vincent, Bahia, and Rio de Janeiro.—The Anglo-Luso-Brazilian Royal Mail Co.'s Steamers, about the 8th of every month. See page 492.

Lisbon to Nantes.—On the 4th, 14th, and 24th of each month, at 8 a.m.

Liverpool to Antwerp.—The Bosphorus. No information.

Liverpool to Corunna, (3½ to 4 days), **Vigo,** (5 days), **Carril,** (5 days), **Cadiz,** (6 to 7 days), **Malaga,** (9 days), **Valencia,** (11 days), **and Barcelona,** (12 to 13 days), calling at **Carthagena** and **Alicante,** as occasion may require. —The Tajo, and Ebro, as occasion may require. Fares—to Vigo or Corunna, 9 guineas and £7; Cadiz, 10 guineas and £8; Malaga, 12 guineas and £10; Valencia or Barcelona, 13 guineas. and £11.

Liverpool to Dunkirk.—The Gannet, November, 11th and 25th. Fare, £1 2s. 6d. Messrs. Wilson, Son, and Walter, Agents, 17, Water-street, Liverpool.

Liverpool to Gibraltar, (6 days), **Sicily,** (9 days), **Corfu, Ancona, and Trieste.**—The Euphrates, Corinthian, Armenian, Albanian, Rhone, or Scamander, about every 14 days.

Liverpool to Gibraltar Genoa, Leghorn and Naples.—Burns and MacIver's Steamers several times a-month.

Liverpool to Gibraltar, (6 days,) **Malta,** (11 days,) **Syra,** (14 days,) **Constantinople,** (16 days,) **and Smyrna,** (23 days.) — Burns and MacIver's Steamers, Several times a month.

Liverpool to Gibralter, Malta, Piræus, Salonica, Constantinople, and Trebizonde.—Burns' and MacIver's Steamers. Several times a month.

Liverpool to Gibraltar, Palermo, Messina, Corfu, Ancona, Trieste & Venice.—Burns and MacIver's Steamers. Several times a month.

Liverpool to Halifax and Boston, U.S.—The British and North American Royal Mail Steam ships, November 5th and 19th, and every alternate Saturday. Fares: Chief cabin, £22; Second cabin, £16.

Liverpool to Hamburg.—The Steamers Retriever and Saxon, from Wellington Dock. On the 5th, 15th, and 25th. Fare, £1 10s. Average passage 4 days. Laird, Fletcher and Co., Agents.

Liverpool to Havre.—Burns and Mac Iver's Steamers,—British Queen and Balbec, every Monday. Fares, 25s., and 12s. 6d.

Liverpool to Italy—The Tiber, Frankfort, Calpe, Arno, Milan, Albanian, Meander, Danube, Rhone, Euphrates, and Corinthian about every ten days, unless prevented by unforeseen circumstances.

Liverpool to Lisbon and Oporto.—Every alternate Thursday. Average passage 5 to 6 days.

Liverpool to Lisbon and Cadiz.—The South American General Steam Navigation Company's Steam Ships.—On 11th & 21st of every month. Fare, £9. First-class Return Tickets, £15.

The Albatross, Gannet or Falcon. Cabin Fare (including Provisions, Wine and Fees)—To Lisbon, £8; to Cadiz, £10.

Liverpool to Madeira.—The African Steam Ship Company's Steamers, on the 24th of every month.

Liverpool to Malta, Alexandria, Beyrout, and Alexandretta.—Several times a month. See page 484.

Liverpool to Malta, Piræus, Salonica, Constantinople, and Trebizonde.—Several times a month. See page 484.

Liverpool to Malta, Syra, Constantinople, and Smyrna.—Several times a month. See page 484.

Liverpool to Nantes, Charente, and Bordeaux.—The West of France Steam Navigation Company's Steamers, Loire, and Auguste Louise, to sail once a month.

Liverpool to New York, (11 to 14 days).—The Liverpool, New York, and Philadelphian Steam Shipping Co's Steamers, every alternate Wednesday. Fares: 21, 17, 15, and 8 guineas. See page 494.

Liverpool to New York, U.S.—The British and North American Royal Mail Steam-ships, November 12th and 26th, and every alternate Saturday. Fares, £26 and £18.

Liverpool to New York and Chagres.—Once a month.

Liverpool to Oporto.—Every fortnight.

Liverpool to Philadelphia.—See page 494.

Liverpool to Rotterdam.—The Osprey and Albatross, (76 hours.) Every Saturday morning, from the Nelson Dock. Fare, £1 2s. 6d.

Liverpool to Santander, Bilbao, and San Sebastian.—The Rita and Nina, from Coburg Dock, every fortnight.

Liverpool to Sicily, Ionian Islands, and the Adriatic.—The Euphrates, Tiber, or Corinthian, for Palermo, Messina, Corfu, Ancona, and Trieste, every ten days.

Liverpool to Teneriffe.—The African Steam Ship Company's Steamers on the 24th of every month.

Liverpool to the West Coast of Africa.—The African Steam Ship Co.'s Steamers, from Wellington Dock, conveying Passengers to Bathurst, Sierra-Leone, Cape Coast Castle, Accra, Lagos, Bonny, Old Calabar, Camercons, and Fernando Po, on the 24th of each month, except when the 23rd falls on a Sunday, when the departure is on the 25th.

London to Amsterdam.—The Diana, from off the Tower, every Sunday. A. G. Robinson, Agent, Office, 64, Mark Lane.

London to Antwerp.—The Antwerp Company's steam ship the Baron Osy, from St. Katherine's Wharf, every Sunday at 12 noon. Sea passage 5 hours. Fares, £1 7s. and 20s. Children under 10 years, half price.—See page 482.

The General Steam Navigation Company's steamers from St. Katharine's Steam Wharf, every Tuesday and Thursday at 11 a.m. Extra vessels as occasion may require. Chief Cabin, £1 7s.; Fore Cabin, 20s. Children under 10 years of age, half-price. See page 486.

London to Bordeaux.—The Sylph, from off the Tower. Every fortnight. A. G. Robinson, Agent, Office, 64, Mark Lane.

London to Boulogne.—The General Steam Navigation Co.'s Steamers from London Bridge Wharf, November 1st, 5 a.m.; 3rd, 6 a.m.; 4th, 8 a.m.; 6th, 10 a.m.; 8th, 11 a.m.; 10th, 1 a.m.; 11th, 1 a.m.; 13th, 2 a.m.; 15th, 4 a.m.; 17th, 6 a.m.; 18th, 6 a.m.; 20th, 9 a.m.; 22nd, 11 a.m.; 24th, 1 a.m.; 25th, 1 a.m.; 27th, 2 a.m.; and 29th, 4 a.m. Fare, 14s. and 10s. Out and Home Tickets, 21s. and 15s. See page 486.

Children under 10 years, half price. Through Fares from London to Paris available for 10 days, 28s., 24s., and 20s. Average passage 8 hours. See page 486.

London to Bremen.—A. G. Robinson's vessels, from off the Tower. The Adonis every week during the season.

London to Bremen.—The North German Lloyd's Screw Steamers every Tuesday. Fares: £2 & £1. Phillipps, Graves, and Phillipps, Agents, 11 Rood Lane, London. See page 495.

London to Calais.—By the General Steam Navigation Company's steamers, from London Bridge Wharf, November 2nd, 5 a.m.; 5th, 9 a.m.; 9th, 11 a.m.; 12th, 2 a.m.; 16th, 4 a.m; 19th, 8 a.m.; 23rd, 11 a.m.; 26th, 2 a.m.; and 30th, 4 a.m. Fares—Chief Cabin, 14s.; Second Cabin, 10s. Children under 10 years half-price.—London to Paris, available for ten days, 28s., 24s., and 20s. See page 486.

London to Constantinople.—From East Lane Stairs, twice a month. A. G. Robinson, and Smith Sundius & Co., Agents, 64, Mark Lane, and 17, Gracechurch street.

London to Copenhagen and St. Petersburg.—The Temora, Ranger, Adonis, and Flora, or other eligible vessels, from off East Lane Stairs. Weekly during the season. A. G. Robinson, Agent. Offices, 64, Mark Lane, and Smith Sundius and Co. 17, Gracechurch street.

London to Dordt.—The Stadt Dortrecht, every Wednesday.

London to Dunkirk (sea passage 6 hours), **Lille, and Paris.**—By the Screw Steam Shipping Co.'s Steamers, Sir Robert Peel or Lord John Russell, from Irongate Wharf, November 2nd, 4 a.m.; 6th, 9 a.m.; 10th, midnight; 16th, 4 a.m.; 20th, 8 a.m.; 24th, midnight; and 30th, 8 a.m. Fares:—to Dunkirk, 10s. and 7s. Children under 10, half-fare. Steward's fee, 1s. To Lille, 13s. 11s., and 9s. To Paris, 31s., 23s., & 17s. 6d. 60 lbs. of Luggage allowed to each chief Cabin Passenger *free*.

London to Guernsey and Jersey.—The Metropolis, from Custom House Quay. Every 10 days. Fare 15s., 12s. 6d., and 9s. Cheesewright & Miskin, Agents. Average passage 28 hours

London to Hamburg—By the General Steam Navigation Co.'s Steamers from St. Katherine's Wharf, November 2nd, 7 a.m.; 5th, 8 a.m.; 9th, 10 a.m.; 12th, 6 a.m.; 16th and 19th, 8 a.m.; 23rd, 9 a.m.; 26th, 11 a.m.; and 30th, 7 a.m. Extra vessels will leave weekly. Fares, Chief cabin, £2; Fore cabin, 25s. Children under 10 years half-fare. Provisions may be obtained of the Steward by arrangement: chief cabin 10s.; fore cabin 7s. 6d. for the voyage. See page 486.

London to Harlingen.—By the Screw Steam Shipping Co's. Steamer, Ranger, from off the Tower, every Sunday morning. W. H. Carey & Son, Agents.

The Lion, from off the Tower. Every Wednesday. Average passage 24 hrs. A. G. Robinson, Agent, 64, Mark Lane.

London to Havre.—By the General Steam Navigation Company's Steamers from St. Katherines' Steam Wharf, November 6th, 7 a.m.; 13th, noon; 20th, 7 a.m.; and 27th, noon. Fares: Chief cabin, 14s.; Fore cabin, 10s. Return Tickets 21s. and 15s. Children under 10 years, half-price. Through fares to Paris, 28s. and 20s. See page 486.

London to Hull.—The East of England Screw Coasting Co's. Steamers, the Velocity and Vigilant from Custom House quay. No information. Fares, 6s. 6d., & 4s. Return Tickets 9s. 9d. & 6s.

Also by the General Steam Navigation Company's steamers, from London Bridge Wharf—Every Wednesday and Saturday at 8 a.m. Fares, 6s. 6d., and 2s.

London to Malta, Smyrna, Constantinople, and Odessa.—The Brenda, Minna Boog, and Vesta, twice a month, from off East Lane Stairs. A. G. Robinson, 64, Mark Lane, and Smith, Sundius and Co., 17, Gracechurch street, Agents.

London to Oporto.—The Iberia or Aurora from off East Lane Stairs, twice a month. A. G. Robinson, 64, Mark Lane, and Julius H. Thompson and Co., 20, Billiter-street, Agents.

London to Ostend—By the General Steam Navigation Company's Steamers from St. Katherine's Steam Wharf, November 2nd, 5 a.m.; 5th, 9 a.m.; 9th, 11 a.m.; 12th, 2 a.m.; 16th, 5 a.m.; 19th, 8 a.m.; 23rd, 10 a.m.; 26th, 2 a.m.; and 30th, 4 a.m. Fares: chief cabin, 18s.; fore cabin, 14s. Children under 10 years, half price. See page 486.

London to Paris direct. See page 493.

London to Rotterdam.—The General Steam Navigation Co.'s Steamers from St. Katharine's Steam Wharf, every Tuesday Thursday and Saturday, at 11 a.m. Fares—30s. and 17s. 6d.; out and home, 45s. and 26s. 6d. Children under 10 years of age, half-fare. Average passage 18 hours, See page 486.

London to Rotterdam.—By the Netherlands Steam Packet Co.'s Steamer—the Batavier, from the British and Foreign Steam Wharf, Lower East Smithfield, every Sunday, at 11 a.m. The Fyenoord, Thursdays, [November 3rd, 9 a.m.; 10th, 8 a.m.; 17th, 8 a.m.; and 24th, 8 a.m. Fares—per the Batavier, 42s., 30s., 17s. 6d., and 14s.; out and home, 45s., and 26s. 3d.; per Fyenoord, 20s.; out and home, 30s. See page 485.

The Magnet from off the Tower, every Wednesday. Fares, 20s. and 10s. A. G. Robinson, Agent, 64, Mark Lane, London.

The Screw Steamship Co.'s Steamer, Earl of Auckland, from off the Tower, every Sunday morning.

London to Santander.—From Irongate Wharf, about the 10th of every month.

London to Smyrna from off East Lane Stairs, twice a month. A. G. Robinson, and Smith, Sundius and Co., Agents.

London to St. Petersburg.—A. G. Robinson's Steamers, The Temora, Adonis, Ranger, Flora, or other eligible vessel.—Every week during the season (6 days). A. G. Robinson, 64 Mark Lane, and Smith, Sundius, & Co., 17, Gracechurch street.

London to Vigo.—From Irongate Wharf, about the 10th of every month.

Lorient to Nantes.—Daily, at 6 a.m. Fares, 12 frs. and 8 frs.

Lubeck to Copenhagen—Every Monday and Friday, at 4.30 p.m.

Lubeck to Malmoe.—Every Friday.

Lubeck to Memel and Konigsberg.—Irregularly.

Lubeck to Norrkoping.—No information.

Lubeck to Riga.—Rodde, Schroeder, and Co.'s steamers Ceased running for the season.

Lubeck to Ystadt, Kalmar, and Stockholm (500 English miles.)—On the 5th, 10th, 15th, 20th, 25th, and 30th of each month, from May to October, in 65 hours. Fares, to Ystadt, 33th. and 25th. To Stockholm in 2½ to 3 days—Fares, 62th. and 50th. Fares, to Kronstadt, 20 duc. and 15 duc.

Lubeck to St. Petersburg Town.—Ceased running for the season.

Lucerne to Fluelen, calling at Beckenried and Brunnen—Daily at 7.45 and 10.15 a.m.; 2.20, 4.15, and 7.45 p.m., in 2½ hours, in connection with the Swiss Post administration.

Lucerne to Kusnacht.—At 9.30 a.m. and 1.30 p.m. By these boats, Travellers can book their places through to Zurich.

Lucerne to Stanstadt and Alpnacht.—In summer, in one hour.

Ludwigshafen to Bregenz, Constance, Friedrichshafen, Langenargen, Lindau, Romanshorn, Rorschach, Schaffhausen, and Uberlingen.—Daily, at 6 a.m. To Constance and Uberlingen, on Wednesday, 3 p. m., and on Sundays and Fridays at 2 p.m.

Ludwigshafen to Mannheim, Mayence & Bingen—Daily at 1½ p.m. Fares, 2fl. and 1fl.

By the Netherlands Co.'s Steamers. Daily, at 4½ a.m.

Lugano to Capo di Lago, at 5.15 a.m., and 1.45 p.m.

Lugano to Porlezza, daily at 8.15 a.m., and 4 p.m.

Lyons to Aix-les-Bains—Tuesday, Thursday, and Saturday, at 5.0 a.m., in 16 hours.

Lyons to Avignon—in 9 hours—daily, at 6 a.m. Fares, 20f. and 15f.

Lyons to Beaucaire—in 14 hours—daily, at 4 a.m. Fares, 22f. and 17f.

Lyons to Chalons—in 8½ hours—daily, at 5, and 9 a.m. Fares, 8f. and 6f.

Lyons to Valence—in 4 hours—daily, at 8½ and 9 a.m. Fares, 10f. and 7f. 50c.

Maeseyck to Maestricht.—The Meuse Steam Navigation Co.'s Steamers. Daily, at 9 a.m.

Maeseyck to Ruremunde and Venlo.—The Meuse Steam Navigation Co.'s Steamers Daily, at 2 p.m.

Maestricht to Maeseyck, Ruremonde and Venlo.—The Meuse Steam Navigation Co.'s Steamers. Daily, at 12 noon

Maestricht to Maeseyck, Ruremonde, Venlo, and Rotterdam.—Daily, at noon.

Maestricht to Vise and Liege.—The Meuse Steam Navigation Co's vessels, daily at 5½ and 11½ a.m.; and 3 p.m. Also at 6 a.m., and 3 p.m. by the Liege, Maestricht, and Venlo Steam Co's vessels.

Magadino to Intra and Arona, on the Lago Maggiore, at 6.30 and 11.15 a.m.

Malaga to Gibraltar, Cadiz, Lisbon, and Nantes.—On the 7th, 17th, and 27th of each month, at 8 a.m.

Malmoe to Copenhagen.—6½ a.m., and 12½ noon. On Thursday at 12½ noon only.

Malta to Alexandria—in 4 days—on the 12th of every month, by her Britannic Majesty's packets. Fares—1st class, £12 10s.; 2nd class, £7 2s.; 3rd class, £3 16s., including a liberal table and every charge.—Also on the 14th and 30th of each month, by the Peninsular and Oriental Co.'s steamers; and on the 21st, by the Royal Mail Steam-Packet Co.'s Steamers. Fares—1st class, £9 10s; 2nd class, £6 10s.

Malta to Alexandria and Syria.—Messageries Imperiales Co.'s Steamers, every alternate Wednesday at 5 p.m.

Malta to Constantinople, the Levant, Greece, and Syria.—Messageries Imperiales Co.'s Steamers, every Wednesday at 6 p.m.

Malta to Marseilles direct.—Messageries Imperiales Co.'s Steamers, every Saturday, at 4 p.m

Malta to Marseilles.—(2½ days)—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 9th, and 23rd of every month.

Malta to Messina, Naples, Civita Vecchia, Leghorn, Genoa, and Marseilles.—Messageries Imperiales Co.'s Steamers, every Saturday at 5 p.m.

Manilla to Hong Kong (4 days).—By the Peninsular and Oriental Steam Navigation Company'sSteamers, on the 9th and 24th of every month. During the S.W. Monsoon an allowance is made in the dates of the Steamers.

Mannheim to Coblentz.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.

Mannheim to Cologne.—By the Cologne and Dusseldorf Co.'s Steamers See page 498
By the Netherlands Company's Steamers, at 4½ a.m., daily.

Mannheim to Dusseldorf.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Company's steamers at 4.30 a.m., daily.

Mannheim to Heilbronn.—Fares, 2 fl. 6 kr. and 1 fl. 24 kr.

Mannheim to Mayence.—By the Cologne and Dusseldorf Co.'s Steamers. See 498.

Mannheim to Rotterdam.—See page 498.

Mannheim to Wesel.—See page 498.

Marseilles to Alexandria, *via Malta* (7 days).—Messageries Imperiales Co.'s Steamers, November 13th, and every alternate Sunday, at 9 a.m. See page 493.

Marseilles to Algiers (50 hours).—Messageries Imperiales Co.'s Steamers, Tuesday and Saturday, at 12 noon. See page 493.
La Compagnie de Navigation mixte, (Arnaud Touache, Frères & Co., Agents) dispatch a vessel from both ports every Thursday at noon. Fares, 79, 69, and 27 francs. Average passage, 48 hours

Marseilles to Alicante.—Messageries Imperiales Co.'s Steamers every Thursday at 4 p.m.—See page 493.

Marseilles to Barcelona and Alicante (for Madrid), every Tuesday, at 11 a.m.

Marseilles to Athens.—Messageries Imperiales Co.'s Steamers, every Saturday, at 4 p.m. See page 493.

Marseilles to Barcelona, (67 Fr. leagues,) **Valencia,** (114 Fr. leagues,) **Alicante, Carthagena, Malaga, Gibraltar, and Cadiz**—1st, 8th, 15th, and 23rd of every month. Fares, to Barcelona, 88 fr., 70 fr., and 31fr.; to Valencia, 146fr., 112 fr., and 55 fr.; to Alicante, 135fr., 117fr., and 55 fr.; to Carthagena, 205fr., 159 fr., and 81 fr.; to Malaga, 260 fr., 192 fr. and 107 fr.; to Gibraltar, 286 fr., 205 fr., and 120 fr.; to Cadiz, 317 fr., 234 fr., and 133 fr.

Marseilles to Civita Vechia—*direct* (31 hours).—By the Messageries Imperiales Co.'s Steamer, every Monday at 10 p.m. and touching only at Leghorn every Sunday, at 9 a.m.

Marseilles to Cette—Tuesdays and Saturdays, in 8 hours. Fares, 18frs., and 13frs.

Marseilles to Constantinople *via Messina and Athens.*—Messageries Imperiales Co.'s Steamers, every Saturday, at 4 p.m. See page 493.

Marseilles to Constantinople and Varna, *via Malta, Syra (Piræus), Smyrna, Mytilene, Dardanelles, and Gallipoli.*—Messageries Imperiales Co.'s Steamers, every Saturday, at 4 p.m. See page 493.

Marsailles to Constantinople calling at Messina, Syra, Piræus, Smyrna, and Rodosto.—Altaras, Caune & Co 's Steamers on the 1st and 15th of every month. Fares, to Messina, 130fr. 80fr. 50fr.; to Syra and Pyræus, 210fr. 125fr. 80fr.; to Smyrna, 220fr. 140fr. 90fr.; Rodosto, 240fr. 160fr. 100fr.; to Constantinople, 355fr. 170fr. 105fr.

Marseilles to Genoa, Leghorn, Civita Vecchia, and Naples.—Messageries Imperiales Co.'s Steamers, every Thursday at noon. See page 493.

Marseilles to Genoa, Leghorn, Civita Vecchia, Naples, and Palermo.—Two Sicilies Mail S. N. Co.'s Steamers. See page 488.

Marseilles to Ibraila, via Constantinople, Varna, Sulina, Tulscha, and Galatz—Messageries Imperiales Co.'s Steamers every Saturday at 4 p.m. See page 493.

Marseilles to Malta(2½ days) **& Alexandria** (6 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers, 5th, 12th, 20th and 28th of every month.

Marseilles to Malta—direct. Messageries Imperiales Steam Ships, every Sunday at 9 a.m. By the Peninsular and Oriental Steam Navigation Co.'s Steamers (2½ days), 12th and 28th of every month.

Marseilles to Naples, touching only at **Civita Vecchia,** (56 hours.)—The Messageries Imperiales Co.'s Steamers every Monday, at 10 p.m, and every Sunday at 9 a.m., touching also at Leghorn.

Marseilles to Naples, calling at Genoa, Leghorn, and Civita Vecchia. The Messageries Imperiales Co.'s Steamers every Thursday, at noon. See page 502.

Marseilles to Naples, calling at **Civita Vecchia.**—The Two Sicilies Mail Steam Navigation Co.'s Direct Service, every Saturday. See page 488.

Marseilles to Nice—in 14 hours. Every Wednesday and Saturday, at 6 p.m. Fares, 32 frs.

Marseilles to Oran, touching at Alicante.—Messageries Imperiales Co.'s Steamers, every Thursday, at 4 p.m. See page 493.

Marseilles to Oran touching at Spain.—Le Compagnie de Navigation Mixte (Arnaud, Touache, Frères & Co., Agents) every alternate Tuesday.—Fares, 119frs. 93frs. and 52frs.

Marseilles to Philippeville (Arnaud, Touache, Fréres & Co., Agents) every alternate Tuesday Fares, 97frs. 77frs. and 32 frs.

Marseilles to Smyrna (via MALTA).—Messageries Imperiales Co.'s Steamers, November 6th, and every alternate Sunday, at 9 a.m.

Marseilles to Stora, Bona, and Tunis.—Messageries Imperiales Co.'s Steamers. Every Friday, at noon. See page 493.

Marseilles to Syria, *via Smyrna to Rhodes, Mersina, Alexandretta, Latakia, Tripoli, Beyrouth, Jaffa, (Jerusalem,) and vice versa, via Alexandria.*—Messageries Imperiales Co.'s Steamers. November 6th, and every alternate Sundays, at 9 a.m. See page 493.

Marseilles to Trebizond. *via* **Constantinople, Sinope, Samsoun, and Kerasund.**—The Messageries Imperiales Co.'s Steamers, every Saturday at 4 p.m See page 493.

Mastricht to Herzogenbusch.—1 p.m., except Sundays.

Mayence to Bingen and Coblentz.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Co.'s Steamers, daily, at 8¾ a.m.

Mayence to Coblenz.—The Cologne and Dusseldorf Co.'s Steamers See page 498,

Mayence to Cologne.—By the Cologne and Dusseldorf Co.'s boats. See page 498.
By the Netherlands Company's Steamers, at 8¾ a.m. daily.

Mayence to Dusseldorf.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Company's Steamers, at 8¾ a.m. daily.

Mayence to Frankfort.—Daily, at 8½ a.m., and 2 p.m. Fares, 42kr. and 24kr.

Mayence to Ludwigshafen and Mannheim.—Daily, at 4½ a.m. Fares, 2fl. and 1fl.
By the Netherlands Company's Steamers, at 1 p.m., daily.

Mayence to Mannheim.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Company's Steamers, 1 p.m., daily.

Mayence to Neuwied.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Co.'s Steamers, daily, at 8¾ a.m.

Mayence to Rotterdam.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Company's Steamers, at 8¾ a.m., daily.

Mayence to Wertheim.—Daily at 2½ p.m.

Mayence to Worms.—Daily at 5 0 a.m.; 2 0 and 4 0 p.m.
By the Netherlands Co.'s Steamers, daily, at 1 p.m.

Meersburg to Bregenz, and Lindau.—Daily, at 7.45 a.m., per Friedrichshafen.

Meersburg to Constance.—Daily, at 7.45 and 10.40 a.m., and 7 p.m.

Meersburg to Friedrichshafen.—Daily, at 7 45 a.m.

Meersburg to Langenargen.—Daily. at 7.45 a.m.

Meersburg to Ludwigshafen.—Daily, at 10.0 a.m.; Sunday, Wednesday, and Friday, at 2.30 p.m.

Meersburg to Romanshorn and Rorschach.—Daily, at 7.45 a.m., per Friedrichshafen.
Meersburg to Schaffhausen.—Daily, at 10.40 a.m.,
Meersburg to Ueberlingen.—Daily, at 10.40 a.m., and 2.30 p.m.
Meiszen to Dresden.—Daily at 6 a.m.; and 2 and 5 p.m.
Meiszen to Riesa.—Daily at 8 a.m., and 4½ p.m.
Melbourne to Kangaroo Island, (Adelaide,) (2 days,) **King George's Sound,** (6 days,) **Mauritius,** (20 days,) **Aden,** (31 days,) **Suez,** (38 days,) on the 17th at 9 a.m.
Mersina to Alexandria, *via Beyrouth.*—Messageries Imperiales Co.'s Steamers, every alternate Friday at 6 p.m.
Mersina to Constantinople, and to Marseilles, *via Smyrna.*—Messageries Imperiales Co.'s Steamers, every alternate Friday at 6 p.m.
Messina to Constantinople, *via Athens.*—Messageries Imperiales Co.'s Steamers, every Tuesday at 6 p.m.
Messina to Malta.—Messageries Imperiales Co.'s Steamers, Tuesday at 5 p.m.
Messina to Marseilles direct.—Messageries Imperiales Co.'s Steamers, every Monday at 5 p.m.
Messina to Naples, Civita Vecchia, Leghorn, Genoa, and Marseilles.—Messageries Imperiales Co.'s Steamers, every Monday at 1 p.m.
Milford Haven to Lisbon, (3 days) **St. Vincent, Pernambuco, Bahia, and Rio de Janeiro.**—The Anglo-Luso-Brazilian Royal Mail Steam Navigation Co.'s Steamers, "Portugal," or "Brazil," on the 1st of every month. See page 492.
Minde to Eidsvoldsbakken.—The Jernbarden or Dronningen, every Sunday, at 3½ a.m.; Tuesday, Thursday, and Saturday, at 3½ p.m.
Minde to Lillehammer.—Every Monday, Wednesday, and Friday, at 11½ a.m.; Fares, 140 sk. and 80 sk.
Minde to Gjœvik.—The Jernbarden or Dronningen, every Monday, Wednesday, and Friday, at 11½ a.m.; and every Saturday, at 8½ p.m.
Minden (Prussia) to Bremen.—By the North German Lloyd's Steamers, every Monday and Friday, at 6 a.m. Fares, 24ggr. and 16ggr.
Minden to Hameln.—By the North German Lloyd's Steamers, every Monday, Wednesday, Thursday and Saturday, at 7 a.m.
Munden (Hanover), to Hameln.—By the North German Lloyd's Steamers, every Monday, Wednesday, Thursday and Saturday at 7 a.m. Fares, 12ggr. and 32ggr.
Namur to Dinant.—(1¾ hours.) At 7½, 8½, and 11½, a.m., 12½ and 1½ p.m. Fares, 1 fr. 75 c., and 1 fr. 25 c.
Namur to Huy and Liege.—The Meuse Steam Navigation Co's vessels, daily, at 6 a.m., and 3 p.m. Fares, 2 frs. 50 c. and 1 fr. 50 c.
Nantes to Bordeaux.—Sunday, Wednesday, and Friday, at 7 a.m., in 26 hours. Fares, 15frs. and 12frs.
Nantes to Lisbon, Cadiz, Gibraltar, and Malaga.—On the 5th, 15th, and 25th of each month, at 12 noon. Fares, 1st Cabin, 240 francs; 2nd Cabin, 180 francs, provisions included.
Nantes to Paimbœuf.—7½ a.m. and 2 p.m. Fares—first class, 1fr. 70c.; second class, 1fr. 20c.
Nantes to St. Nazaire.—Twice a day, at 8 a.m. and 3 p.m. Fares, 1st cabin, 3frs., 2nd do., 2frs.
Naples to Civita Vecchia and Marseilles—(Direct)—8th, 18th, and 28th of every month.
Naples to Civita Vecchia, Leghorn, and Genoa.—Two Sicilies Mail Steam Navigation Co.'s Steamers, every Saturday, at 4 p.m. See page 433.
Naples to Marseilles, *via Civita Vecchia, Leghorn, and Genoa.*—Messageries Imperiales Co.'s Steamers, every Tuesday at 1 p.m.
Naples to Marseilles, touching at Civita Vecchia.—Messageries Imperiales Steam-Ships, every Saturday at 4.0 p.m.
Naples to Marseilles, TOUCHING AT CIVITA VECCHIA.—The Two Sicilies Mail Steam Navigation Co.'s Steamers, every Tuesday, at 1 p.m. See page 488
Naples to Messina and Malta, the Levant, and Egypt.—Messageries Imperiales Co.'s Steamers, every Monday at 2 p.m. See page 493.
Naples to Messina and Palermo—About twice a week.
Naples to Palermo.—The Two Sicilies Mail Steam Navigation Co.'s Steamers, every Thursday at 3 p.m. See page 488.
Neuburg to Donauworth.—Daily, at 6 a.m. Fares, 1 fl. 18 kr; 57 kr.
Neuchatel to Nidau (Biel). At 7 and 10 a.m., 1.15 and 4 p.m.
Neuchatel (on Lake of) to Yverdun—At 11.0 a.m., and 1, 4.45, and 8.45 p.m., in 1¼ hour. Fares, 2 batz and 15 batz.
Neuhaus to Hamburg, CALLING AT BUNNSBUTTEL, BOSCH AND STADE.—Every Tuesday and Thursday, at 9½ a.m., and Saturday, at 9 a.m.
Neu Oetting to Wasserburg—5 a.m.
Neuhaus to Thun. 7.15 and 11.30 a.m.; and 4.30 p.m.
Neuwied to Coblentz, Bingen, and Mayence.—By the Cologne and Dusseldorf Co.'s Steamers. See page 496.
By the Netherlands Co.'s Steamers at 6½ p.m.

Neuwied to Cologne.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Co.'s Steamers, at 2½ p.m.

Neuwied to places on the Rhine.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
By the Netherlands Co.'s Steamers.—*Upwards.*—Daily, at 6½ p.m. (for Mannheim). *Downwards.* Daily, at 2½ p.m.

Newcastle to Hamburg.—The Tyne and Continental Steam Navigation Co.'s Steamers. No information. Fares, £1 10s., and Return Tickets, £2 5s. and 22s. 6d. Deck passage, for Sailors only, 10s.

Newcastle to Rotterdam (36 hours).—The Tyne and Continental Steam Navigation Co.'s Steamers. No information. Fares, £1 5s. and 12s. 6d. There and back, £1 17s. 6d. & 17s. 6d. Deck passage, for Sailors only, 7s. 6d.

Newcastle to St. Petersburg.—The Tyne and Continental Steam Navigation Co.'s Steamers. No information.

Newhaven (Brighton) to Dieppe.—The Brighton Steam Packet Company's Steamers, in connection with the London, Brighton, and South Coast, and Paris, Rouen, and Dieppe Trains. Average passage, 5½ hours. See p. 477.

Newhaven (Brighton) to Jersey—The Brighton Steam Packet Company's Steamers, in connexion with the London, Brighton, and South Coast Trains. November 3rd, 6 p.m.; 10th, 1 p.m.; 17th, 6 p.m.; and 24th, 1 p.m. See page 483.

New York to Liverpool.—British and North American Royal Mail Steam Ships, every alternate Wednesday. Fares, £26 and £18.

By the Liverpool, New York, and Philadelphia Steam Ship Co.'s Steamers, The City of Baltimore, City of Philadelphia, City of Washington, or Kangaroo, every alternate Saturday. See page 494.

Nice to Marseilles.—Every Monday and Friday.

Nidau (Biel) to Neuchutel, 8.15 and 10.15 a.m.; 2.15 and 6.15 p.m.

Nieu Diep to Alkmaar and Amsterdam.—Daily at 8 a.m., and 12½ night.

Norrkœping to Stockholm.—On Tuesdays, Wednesdays, Fridays, and Sundays.

Nykœping to Stockholm.—Every Wednesday and Saturday, at 8 a.m.; and Mondays and Thursdays, at 7 a.m.

Odessa to Constantinople.—By the Russian Steam Navigation Co.'s Steamer.

Odessa to Galatz.—By the Imperial and Royal Austrian Danube Steam Navigation Co's Steamers, every Wednesday, thence by Express boat on Saturday. See page 495.

Odessa to Nicolaieff, Kherson, and Otchakoff.—By the Russian Steam Navigation Co.'s Boat. No information.

Odnes to Hadelands Glasvoerk (on the Randsfiord).—Every Wednesday and Saturday, at 8 a.m.

Oldenburg to Bremen.—By the North German Lloyd's Steamers daily.

Oran to Bona.—The Mixed Navigation Co., (Armateurs, Arnaud, Touache Frères & Co.,) touching at intermediate ports every twenty days.

Oran to Marseilles, touching at ALICANTE.—Messageries Imperiales Co.'s Steamers, every Thursday at noon.

Orebro to Stockholm.—Tuesdays, Fridays, and Sundays, at 5 a.m. Fare, 7½ rd.

Orebro to Leppoe and Stockholm.—Every Sunday, at 5 a.m.

Ostend to Dover—Every evening (except Saturday), by the English and Belgian Government Mail packets, at 6.30 p.m. See page 481.

Ostend to London.—The General Steam Navigation Company's Steamers.—November 1st, 6 p.m.; 4th, 9.15 p.m.; 8th and 11th, 10 p.m.; 15th, midnight; 18th, 9.15 p.m.; 22nd, 10 p.m.; 25th, 11 p.m.; and 29th, midnight. Fares—Chief Cabin, 18s.; Fore Cabin, 14s. Children under 14, half-price. See page 486.

Otranto to Corfu in 12 hours. Fares, 5 Sp. dols. (£1, 8s.)

Palermo to Naples, Civita Vecchia, and Marseilles.—DIRECT, as also **Leghorn, Genoa and Marseilles.**—The Two Sicilies Mail Steam Navigation Co.'s Steamers. See page 488.

Panama to Callao and Valparaiso.—On the 15th and 30th, at 10 a.m., touching at all intermediate Ports, and arriving at Callao on the 25th, at 7 a.m., and 10th, at 6 a.m., leaving Callao on the 28th, at 4 p.m., and the 13th, at 4 p.m., and arriving at Valparaiso on the 7th and 23rd, at 5 p.m.

Paris to London—Direct. See page 493.

Passau to Neu Oetting and Rosenheim.—5 a.m., in two days.

Passau to Regensburg.—Every day, at 4 a.m. Fares—1st class, 4fl. 48kr.; 2nd class, 3fl. 27kr.

Patras to Missolonghi—Every Wednesday in 2 hours. Fares—1st Class, fl. 2.30; 2nd, fl. 1.53.

Pauillac to Bordeaux—Daily, at 7 a.m. and 1 p.m.

Pesth to Constantinople.—By the Imperial and Royal Danube S. N. Co.'s Swift Boat to Galatz every Monday, thence to Constantinople with the Lloyds' Steamer arriving at Constantinople on Sunday.

Pesth to Giurgevo, (Bucharest,) and Galatz.—The Imperial and Royal Danube Steam Co.'s Steamers. On Mondays, at 9 a.m., with the Express Boat, calling at Semlin, Orsova, and at all principal Stations of the Lower Danube. See page 495.

Pesth to Semlin and Belgrad.—By the Imperial and Royal Danube S. N. Co.'s Boats. Every Monday, Wednesday, Thursday, and Saturday, at 7 a.m.

Pesth to Vienna.—By the Imperial and Royal Danube S. N. Co.'s Steamers. Daily, at 6 a.m. See page 495.

Pirna to Dresden—At 7½ a.m. and 3½ p.m.

Pirna to Schandau and Leitmeritz.—At 8 a.m.; and 4 p.m. to Schandau only.

Plymouth to Guernsey and Jersey—The Sir Walter Raleigh, from Millbay Pier.—Every Thursday, at 6 a.m. Fares, to Guernsey, 18s., 12s., and 7s.; to Jersey, 21s., 14s., & 8s. Return tickets a fare and a half. Average passage 7½ hours to Guernsey, and 2 hours Guernsey to Jersey.

Porlezza to Lugano.—Daily at 9.15 a.m. and 5 p.m.

Quimper to Nantes.—Every night at 10 p.m.

Radolphzell to Constance.—Every Wednesday at 4½ p.m,

Rapperschwyl to Zurich, calling at intermediate Ports.—At 4.30, 7.50, 10.15 and 11.30 a.m., and 6.55 p.m. Fares, 1 fr. 80 r.; and 1 fr. 20 r.

Ratisbon (Regensburg) to Donauworth—Daily, at 5.30 a.m. Fares, 4fl. 27kr. & 3fl. 12kr.

Ratisbon to Linz—at 5 a.m., in 14½ hours. Fares—10 fl. 3 kr.; 7 fl. 51 kr.

Ratisbon to Neuburg.—Daily, at 5½ a.m. Fares—3 fl. 9 kr.; 2 fl. 15 kr.

Remagen to Cologne.—By the Cologne and Dusseldorf Company's Steamers. See page 498. At 3½ p.m., by the Netherlands Co.'s Steamers.

Remagen to Neuwied, Coblentz, and Mayence.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498. And at 4½ p.m, by the Netherlands Co.'s Steamers.

Remagen to places on the Rhine.—By Cologne & Dusseldorf Co.'s Steamers. See page 498. *Downwards*—Daily, at 6½, 7¾, and 11 a.m.; 12½, 1, 3½, 5, and 7 p.m., by the Cologne and Dusseldorf Co.'s Steamers. *Upwards*—Daily, at 4½ p.m. *Downwards*—Daily, at 3½ p.m., by the Netherlands Co.'s Steamers.

Rhodes to Alexandria, *via Beyrouth and Jaffa.*—Messageries Imperiales Co.'s Steamers, every alternate Wednesday at 10 a.m., from November 2nd.

Rhodes to Constantinople, and to Marseilles, *via Smyrna.*—Messageries Imperiales Co.'s Steamers, every alternate Friday at 6 p.m.

Rhodes to Cyprus.—No information. 1st class 38 fl., 2nd class 25 fl.

Richterswijl to Zurich, calling at intermediate Ports.—At 4.55 and 8.15 a.m., and 2.10 p.m. Fares, 1 fr. 30 r.; and 85 r.

Riesa to Meissen and Dresden.—Daily, 8 and 11½ a.m.

Riga to Copenhagen and Hull.—The first-class steamer Arctic every three weeks.

Riga to Lubeck.—Rodde Schroeder and Co.'s Steamers ceased running for the season.

Riva to Peschiera.—Daily, at 6 a.m.; on Mondays, 10½ a.m.

Roeslilde to Nykjob.—Sundays at 9½ a.m.., and week days at 6 p.m.

Rolandseck to Coblentz.—By the Cologne and Dusseldorf Co.'s Steamers, See page 498.

Rolandseck up the Rhine.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498. And to Mannheim, at 4 p.m., by the Netherlands Co.'s Steamers.

Rolandseck to Cologne.—By the Cologne & Dusseldorf Co.'s Steamers. See page 498. And at 3½ p.m., by the Netherlands Co.'s Steamers.

Romanshorn to Bregenz.—Daily, at 8.20 a.m., per Friedrichshafen; 12.45 p.m., per Lindau Mondays and Thursdays, 8.15 a.m.; per Rorschach, Saturdays, 8.15 a.m.

Romanshorn to Constance.—Daily, at 10 a.m. and 2.10 p.m.; Mondays and Thursdays, at 7.30 p.m.

Romanshorn to Friedrichshafen.—Daily, at 8.20 a.m.; 12.50 and 5.20 p.m.

Romanshorn to Langenargen.—Daily at 8,20 a.m. per Friedrichshafen.

Romanshorn to Lindau.—Daily, at 8.20 a.m. per Friedrichshafen; 12.15 and 5.20 p.m.; Mondays and Thursdays, 8.15 a.m. per Roschach; Saturdays 8.15 a.m., direct.

Romanshorn to Ludwigshafen.—Daily at 8.20 a.m.; Sundays, Wednesdays and Fridays at 10 a.m.

Romanshorn to Meersburg.—8.20 and 10 a.m.; and on Tuesdays at 2.10 p.m.

Romanshorn to Rorschach.—1.15 and 5.20 p.m; Mondays and Thursdays, 8.15 a.m.

Romanshorn to Schaffhausen—Daily at 10 a.m.

Romanshorn to Ueberlingen.—Daily at 8.20 a.m., per Friedrichshafen; 10.0 a.m., per Constanz.

Rorschach to Bregenz.—Daily at 8.15 a.m., 12.20, and 4.0 p.m., per Lindau; Mondays and Thursdays 10.30 a.m., per Lindau.

Rorschach to Constance.—Daily, at 8.30 a.m., Mondays and Thursdays at 6.15 p.m., per Romanshorn; Tuesdays and Thursdays at 12.20 p.m., per Friedrichshafen.

Rorschach to Friedrichshafen.—Daily, at 8.15 a.m.; 12.20, 4, and 8.20 p.m.

Rorschach to Langenargen.—Daily at 8.15 a m., and 12.20 p.m.

Rorschach to Lindau.—Daily, at 8.15 a.m., 12.20, and 4, 6.10, and 8.15 p.m.; Mondays and Thursdays 10.0 a.m.

Rorschach to Ludwigshafen.—Daily at 8.15 a.m. per Friedrichshafen.

Rorschach to Meersburg.—Daily at 8.15 a m. per Friedrichshafen.

Rorschach to Romanshorn.—Daily at 8.30 a.m., and 4 p.m.; Mondays and Thursdays at 6.15 p.m.

Rorschach to Schaffhausen—Daily at 8.30 a.m.,

Rorschach to Ueberlingen.—Daily at 8.15 a.m. per Friedrichshafen.

Rosenheim to Passau, at 4.30 a.m. daily, arriving about 2 p.m.

Rostock to Copenhagen.— On the 10th, 20th, and 30th of every month, at 2 p.m.

Rotterdam to Antwerp.—The Telegraph, No. 3 and No. 4. Daily.

Rotterdam to Arnheim.—Daily at 5½ a.m., by Cologne and Dusseldorf Co.'s Steamers.

Rotterdam to Bordeaux.—The Bordeaux. 29th of each month; passage 3 to 4 days. Fares—(provisions included,) 1st cabin, 80 frc.

Rotterdam to Coblentz.—Daily at 5½ a.m. By Cologne & Dusseldorf Co.'s Steamers. See page 489. By the Netherlands Company's Steamers, at 5½ a.m., daily.

Rotterdam to Copenhagen & St. Petersburg.—By the Steamer Gironde and Hollander, 1st and 15th of each month. Fares—(provisions included,) to Copenhagen, 1st class, 45 fl.; 2nd class, 25fl.; St. Petersburg, 1st class, 95 fl.; 2nd class, 65 fl.

Rotterdam to Dunkirk—Prins van Oranje. Every Wednesday according to tide. Fares—1st class, 30 frs.; 2nd class, 20 frs. The passage is made in 12 or 14 hours.

Rotterdam to Goole.—The Norfolk, every Wednesday morning.

Rotterdam to Havre.—The Bordeaux and Seine, 4th, 14th, 19th, 24th, and 29th of each month. Passage in 20 to 24 hours.—Fares—1st class, 25 frs.; 2nd class, 15 frs., provisions not included.

Rotterdam to Hull.—W. H. H. Hutchinson's steamer, Sea Gull, every Saturday. Also, Messrs. W. & C. L. Ringrose's Steamers, Sea Horse or other Screw Steamer, every Wednesday. Fares—£1; Deck, 7s. 6d., out and home, 30s.; steward's fee, 2s. 6d. See page 489.

Geo. Lawson, Jun. & Co.'s steamer, Ocean Queen, every Wednesday morning, and the Enchantress every Saturday morning, according to tide. Fares, 15s.; deck, 7s. 6d.; out and home, 25s, steward's fee, 2s. 6d.

Rotterdam to Hull or Grimsby.—Every Wednesday.

Rotterdam to Leith.—The Holyrood, No information. Fares—£2 2s. Return Ticket, £3 3s.

Rotterdam and Rhine to Leith.—The Ivanhoe, Saturday, November 5th and 19th, morning tide, Fare, £2 2s. Return Ticket, £3 3s. Average passage, 48 hours.

Rotterdam to Liverpool—By the Osprey, or Albatross. Every Saturday. Cabin Fare, (including Steward's fee), £1 2s. 6d.

Rotterdam to London—By the General Steam Navigation Company's Steamers, November 1st, 11 a.m.; 3rd, 7 a.m.; 5th, 8 a.m.; 8th, 9 a.m.; 10th, 11 a.m.; 12th, noon; 15th, 11 a.m.; 17th, 7 a.m.; 19th, 7 a.m.; 22nd, 9 a.m.; 24th, 11 a.m.; 26th, noon; and 29th, 11 a.m. Fares—Chief Cabin, £1 10s.; Fore Cabin, 17s. 6d. Children under 10, half-price. Out and home, Chief Cabin, 45s., Fore Cabin, 26s. 6d. Average passage 18 hours. See page 486.

By the Netherlands Steam Packet Company's steamers. The Batavier, Tuesdays, November 1st, 8 a.m.; 8th, 9 a.m.; 15th, 8 a.m.; 22nd, 9 a.m.; and 29th, 8 a.m; the Fyenoord, Sunday, November 6th, 8 a.m.; 13th, 10 a.m.; 20th, 7 a.m.; and 27th, 10 a.m.; See page 485.

By the Screw Steam Shipping Co.'s Steamer, the Earl of Auckland, every Wednesday morning.

Rotterdam to Venlo, Ruremonde, Venlo, and Maestricht.—Every Sunday, Tuesday, Wednesday, and Friday, at 11.30 p.m.; and every Monday and Thursday at 8 p.m.

Rotterdam to Mayence.—At 5½ a.m. By the Cologne & Dusseldorf Co.'s Steamers. See page 498.

Rotterdam to Newcastle.—The Tyne and Continental Steam Navigation Co.'s Steamers. No information. Fares, £1 5s. and 12s. 6d. Return Tickets, £1 17s. 6d., and 17s. 6d. Deck passage for Sailors only, 7s. 6d.

Rotterdam to places on the Rhine, By the Cologne and Dusseldorf Co.'s Steamers. See page 498.

By the Netherlands Company's steamers, at 5½ a.m., daily, (as far as Mannheim).

Rotterdam to St. Petersburg (Cronstadt).—On the 1st of every month. Fares—to St. Petersburg, first class, 75 fl.; 2nd class, 50 fl.

Rotterdam to Venlo.—The Meuse Steam Navigation Co.'s Steamers. Daily, except on Mondays and Saturdays, at 11½ p.m. On Mondays at 8 p.m.

Rouen to Algiers, calling at OPORTO, LISBON, MALAGA, ORAN, &c., once a fortnight. Fares, 65, 55, and 45 francs.

By the General Maritime Co.'s Steamer—once a month.

By Fare Frassinet's steamer—once a month,

Rudkiobing to Flensburg.—Every Tuesday, and Saturday at 7 a.m. per Boreas, calling at Svendborg, Arœskiobing, Faaborg, Sonderburg and Hollnœs.

Ruhrort to places on the Rhine.—By the Netherlands Co.'s Steamers.—*Upwards*—Daily, at 11½ p.m.—*Downwards*—Daily, at 1 a.m.

Ruremonde to Maeseyck and Maestricht.—The Meuse Steam Navigation Company's Steamers, daily at 6 a.m.

Ruremonde to Venlo.—The Meuse Steam Navigation Company's Steamers, daily at 3½ p.m.

Sandefjord to Christiania.—Every Sunday, at 7 a.m.

Santander to Bilbao, St. Sebastian, & Bayonne.—On the 1st, 5th, 10th, 15th, and 25th of each month.

Santander to Bayonne, DIRECT.—The Bidasoa, several times a month.

Sarpsborg and Frederickstad to Christiania.—Every Monday, Wednesday, and Friday at 7 a.m.

Schaffhausen to Bregenz, Constance, Friedrichshafen, Lindau, Meersburg, Romanshorn, Rorschach, and Uberlingen.—Daily, at 6.30 a.m.

Schaffhausen to Ludwigshafen on Sundays, Wednesdays, and Fridays, at 6.30 a.m.

Schandau to Aussig and Leitmeritz.—Daily at 10 a.m.

Schandau to Konigstein, Pirna, Pillnitz, and Dresden.—Daily at 6 a.m. & 2½ p.m.

Schmerikon to Zurich. (Calling at intermediate ports.) At 12.35 p.m. Fares—2 fr. 65 r., and 2 fr.

Schmerikon to Weesen at 2 p.m.

Seeshaupt (Wurm-See) to Starnberg.—(By Pissenhofen.)—On Sundays, Tuesdays, Thursdays, and Saturdays: and (by Leoue) on Mon., Wed. and Fri., at 9.0 a.m.

Semlin (Belgrad) to Pesth.—By the Imperial and Royal Danube S. N. Co.'s Boats, on Sunday, Tuesday, Wednesday, and Saturday, at 4 a.m. See page 495.

Semlin to Sissok on the Save.—Every Tuesday and Saturday at 5 a.m. Fares—1st place ascent, 11 fl.; descent, 14 fl.

Semlin to Szegedin on the Theiss.—Every Tuesday at 2 p.m.; in 1½ day. Fares—7 fl. 30 kr.

Seraing to Liege—Daily at 8 and 10 a.m.; 2, 4, and 6 p.m.

Sesto to Arona, Intra, and Magadino, on the Lago Maggiore, at 5.20 and 11.50 a.m.

Shandau to Dresden.—6 a.m.; and 5½ p.m.

Shanghai to Hong-Kong (5 days).—The Peninsular and Oriental Steam Navigation Co.'s Steamers, on the 7th and 23rd of each month. During the S.W. Monsoon an allowance is made in the dates of the Steamers.

Sissek, by the "Theiss" and "Save," to **Semlin, Neusatz,** and **Szegedin** to **Semlin. Fares,** 14 fl., 9 fl. 20 kr. and 4 fl. 10 kr. To Neusatz, 16 fl. 30 kr., 11 fl., and 5 fl. 30 kr. To Szegédin, 21 fl. 30 kr., 14 fl. 10 kr., and 7 fl. 5 kr.

Skien to Christiania.—Every Wednesday and Saturday, at 7 a.m.

Skien to Langesund.—Every Monday, at 8 a.m; Tuesday, 5 a.m., and 2 p.m.; Thursday, at 7 p.m.; Friday, at 2 p.m.; and Saturday at 9.45 a.m.

Smyrna to Alexandria—"The Syrian Line," *via Rhodes, Mersina, Alexandretta, Latakia, Tripoli, Beyrouth, and Jaffa.*—Messageries Imperiales Co.'s Steamers, every alternate Monday at 6 p.m.

Smyrna to Constantinople & Black Sea.—Messageries Imperiales Co.'s Steamers. See p. 503.

Smyrna to Constantinople,—"The Anatolian Line."—Messageries Imperiales Co.'s Steamers, every alternate Tuesday at 1 p.m. See page 493.

Smyrna to Marseilles and Italy, *via Syra and Malta.*—Messageries Imperiales Co.'s Steamers, every alternate Tuesday, at 4 p.m. See page 493.

Smyrna to Rhodes—in 3 days.

Soedertelje to Stockholm.—Every Sunday at 6 p.m.

Solothurn to Nidau.—At 6 a.m.

Southampton to Carthagena (20¼ days), **Colon (Aspinwall)** (22 days), **Grey Town** (24½ days), **and Santa Martha** (19¾ days).—The Royal Mail Steam Packet Company's ships on the 2nd and 17th of every month at 2 p.m., unless these dates fall on Sunday, then on the day following. Fares—All Main Deck Cabins (except outside after cabins, which are £5 extra for each person,) and Lower Deck after Cabins, single, £66; double, each berth, £11; Lower deck fore cabins, single, £55; double, each berth, £38 10s. Children of cabin passengers under 3 years, free; 3 and under 8, quarter fare, and four such children entitled to one berth; 8 and under 12, half fare, and two such children entitled to one berth. Return Tickets, available for six months, 25 per cent less.

Southampton to Gibraltar (5 days), **Malta** (10 days), **and Alexandria** (13 days).—By the Peninsular and Oriental Steam Navigation Co.'s Steamers, on the 4th, 12th, 20th, and 27th of every month. (40 hours from Alexandria to Suez.)

Southampton to Guernsey and Jersey.—Mondays, Wednesdays, and Fridays, at 11.45 p.m.; also, the Atalanta every Monday at 4.15 p.m. See page 484.

Southampton to Havana.—The Royal Mail Steam Packet Company's Ships, on the 2nd of every month, at 2 p.m.; if this date fall on Sunday, then on the day following. Fares—All main deck cabins (except outside after cabins, which are £5 extra for each person), and lower deck after cabins, single, £66; double, each berth, £44; lower deck fore cabins, £49 10s.; double, each berth, £38 10s. Children of Cabin passengers under 3 years, free; 3 and under 8, quarter fare, and four such children entitled to one berth; 8 and under 12, half fare, and two such children entitled to one berth. Return Tickets, available for six months, 25 per cent. less. Average passage, 20½ days.

Southampton to Havre.—The London and South Western Railway Company's Steam Ships—November 2nd, 5.30 p.m.; 4th, 8 p.m.; 7th, 10 p.m.; 9th, 11th, and 14th, 11.45 p.m.; 16th, 4.30 p.m.; 18th, 6 p.m; 21st, 10 p.m.; 23rd, 25th, and 28th, 11.45 p.m.; and 30th, 4.30 p.m. See page 484.

Southampton to Honduras (23 days), **& Blewfields** (25 days).—The Royal Mail Steam Packet Company's Ships, on the 17th of each month, at 2 p.m.; if this date fall on Sunday, then on the following day. Fares—all main deck cabins (except outside after cabins, which are £5 extra for each person), and lower deck after cabins, single, £56; double, each berth, £44.; lower deck fore cabins, single, £49 10s.; double, each berth, £38 10s. (Blewfields, fore cabin, single, £55; double, each berth, £38 10s.) Children of cabin passengers under 3 years, free; 3 and under 8, quarter fare, and four such children entitled to one berth; 8 and under 12, half fare, and two such children entitled to one berth. Return Tickets, available for six months, 25 per cent less.

Southampton to Jacmel (Hayti) and Jamaica.—The Royal Mail Steam Packet Company's ships—On the 2nd and 17th of every month, at 2 p.m., unless these dates fall on Sunday, and then on the day following. Fares—all main deck cabins (except outside after cabins, which are £5 extra for each person) and lower deck after cabins, single berth, £60 10s.; double, each berth, £38 10s.; lower deck fore cabins, £44 and £33. Children of cabin passengers under 3 years, free; 3 and under 8, quarter fare, and four such children entitled to one berth; 8 and under 12, half fare, and two such children entitled to one berth. Return Tickets, available for six months, 25 per cent less. Average passage—to Jacmel 17½ days, to Jamaica 19 days.

Southampton to Lisbon (3¾ days), **Pernambuco** (20 days,) **Bahia** (22½ days.) **Rio** (26½ days,) **Buenos Ayres** (35½ days.)—The Royal Mail Steam Packet Company's Ships on the 9th of each month, unless that date should fall on a Sunday, and then on the day following. Fares to St. Vincent (Cape de Verds,) all main deck cabins, (except outside after cabins, which are £5 extra for each person), and lower deck after cabins £45 and £30; lower deck fore cabins, £35 and £25; to Pernambuco, after cabin, £50 and £35; fore cabin, £45 and £30; to Bahia, after cabin, £42 and £37; fore cabin, £47 and £32; to Rio Janeiro, after cabin, £60 and £45; fore cabin, £50 and £35; to Monte Video or Buenos Ayres, after cabin, £70 and £55; fore cabin, £60 and £45. Children of cabin passengers under 3 years, free; above 3 and under 8,

quarter fare; and four such children entitled to one berth; above 8, & under 12, half fare, and two such children entitled to one berth. Return Tickets available for twelve months, 25 per cent less. A limited number conveyed from Southampton to the Brazils, not finding their own hammocks and bedding, for £25 each; from Lisbon to the Brazils for £20 each.

Southamptonto New York (11 days)—The North German Lloyd's Steamers, New York, November 1st; and Bremen, November 29th. Fares, £21, £13 13s. and £8 8. See page 485.

Havre and New York United States Mail Steamship Co.'s Steamer Fulton, November 19th. Fares, £26, £16, and £14.

Southampton (*via* Panama) **to San Francisco and British Columbia.**—The Royal Mail Steam Packet Company's Steamers leave Southampton on the 2nd and 17th of each month, at 2 p.m. (if this date fall on Sunday, then on the following day) for Colon (Aspinwall), reaching there about the 24th and 9th. Trains run daily across the Isthmus of Panama, and the Steamers of the Pacific Mail Steam Ship Company leave Panama for the North Pacific about the 29th and 14th of each month, reaching San Francisco in about 13 days, and proceeding thence to Puget Sound, touching at Victoria, Vancouver's Island).

Southampton to Santander, Corunna, Cadiz, Malaga, Alicante, Valencia and Barcelona.—Croskey and Co.'s Steamers. No information.

Southampton to Tampico (26½ days) **and Vera Cruz** (25¼ days) The Royal Mail Steam Packet Company's Steamers—On the 2nd of every month, at 2 p.m., unless that date falls on Sunday then on the following day. Fares:—All main deck cabins, (except outside after cabins, which are £5 extra for each person) and lower deck after cabins, single berth, £71 10s.; double, each berth, £49 10s.; lower deck fore cabins single berth £55; double, each berth, £44. Children of cabin passengers under three years, free; three years, and under eight, quarter fare, and four such children entitled to one berth; eight, and under twelve, half fare and two such children entitled to one berth. Return Tickets, available for six months, 25 per cent. less. A limited number of artizans, &c, at £25 each, with bunk and bedding.

Southampton to Vigo, (3 days) **off Oporto,** (4 days) and **Lisbon,** (5 days).—By the Peninsular and Oriental Company's Steamers—7th, 17th, and 27th of every month. When the above dates fall on Sunday, the Steamers leave on Monday, at 1 p.m.

Southampton to the West Coast of South America, including CALLAO and VALPARAISO.—The Royal Mail Steam Packet Company's ships, on the 2nd and 17th of every month, at 2 p.m., unless these dates should fall on Sunday, and then on the following day, in conjunction with the Pacific Steam Navigation Company's ships. Through Tickets may be obtained, but not including the transit across the Isthmus of Panama. Also return Tickets to or from the ports on the West Coast (including Panama) with an abatement of 25 per cent. on the Royal Mail Steam Packet Company's proportion of passage money, available for twelve months.

Southampton to the West Indies—The Royal Mail Steam Packet Company's ships on the 2nd and 17th of every month, at 2 p.m.—If the 2nd or 17th fall on a Sunday, then on the following day. To Antigua, Barbadoes, Carriacou, Demerara, Dominica, Grenada, Guadaloupe, Martinique, Porto Rico, St. Kitts, St. Lucia, St. Thomas, St. Vincent, Tobago, and Trinidad. All main deck cabins (except outside after cabins, which are £5 extra for each person) and lower deck after cabins, £55, and £38 10s.; lower deck fore cabins, £44 and £33. Children of cabin passengers under three years, free; three, and under eight, quarter fare, and four such children entitled to one berth; eight, and under twelve, half fare, and two such children entitled to one berth. Return Tickets available for six months, 25 per cent. less. A limited number victualled on the same footing as the Warrant Officers, and found with bedding, will be conveyed, when there is room, to the West Indies, Colon (Aspinwall), or Mexico for £25 each. From *West Indies,* arrive at Southampton on the 2nd & 17th of each month.

Stade to Hamburg, calling at ZWILLENFLETH, LUKE, SCHILAU, AND BLANKENSEE.—7 and 8 a.m., in 2½ hours.

Stanstadt to Lucerne.—At 8.20 a.m., and 5.36 p.m., in 40 minutes.

Starnberg (Wurm-See) to Seeshaupt (by Leoni).—On Sundays, Tuesdays, Thursdays, and Saturdays; and (by Possenhofen) on Mondays, Wednesdays, and Fridays, at 7 a.m.

Stettin to Amsterdam, *via* COPENHAGEN.—See Amsterdam to Stettin.

at 12 noon, in from 65 to 70 hours. Fares, 62 Rthr., 40 Rthr., and 23½ Rthr.; one cabin, for 4 persons, 1st class, 273 Rthr.; for 3 persons, 1st class, 205 Rthr.; for 3 persons, 2nd class, 139½ Rthr. These amounts include provisions, but not wines. Children under 12 years, half fare.

Stettin to Cronstadt—(St. Petersburg.)—The Preussischer Adler or Wladimir, every Saturday.

Stettin to Frankfurt-on-the-Oder.—Every Monday, and Thursday, at 5 a.m.

Stettin and Dantzic to Flensburg.—See Flensburg.

Stettin to Leith.—The Orient, Gertrude, or Gnome, every Wednesday or Thursday. Fares, £3 and £1 10s. J. Inkster, Agent.

Stettin to Swinemunde and Copenhagen—The "Hekla," and "Geiser," Wednesdays and Saturdays, at 12 noon. Fares 8rth., 6rth. & 4rth.

Stettin to Swinemunde Pillau, and Konigsberg.—The "Königsberg," or "Ostsee," on the 4th, 8th, 12th, 16th, 20th, 24th, and 28th of every month, at 5 a.m.—Fares to Königsberg, 5thlr., 3 thlr., and 2 thlr.; to Swinemunde, 1 thlr. 15 sgr., and 1 thlr.

Stettin and Swinemunde to Petersburg—every fortnight, in 72 to 80 hours. Fares, 6 rth. and 40 rth.

Stettin to Stockholm (calling at Swinemunde and Calmar).—The Nagler or Nordstern, every Tuesday, at 12 noon, in connection with the train from Berlin. Fares to Stockholm, 18 thr., 12 thr., & 6 thr.; to Calmar, 10 thr., 7 thr. & 3½ thr.; to Swinemunde, 1½ thr. & 1 thr.

St. Malo to Jersey.—The Alar, November 1st, 7 a.m.; 8th, 2 a.m.; 15th, 7 a.m.; 22nd, 2 a.m.; and 29th, 7 a.m. See page 483.

St. Malo to Jersey, (2¾ hours).—The Jersey Steam Packet Company's Steamer, Venus. November 1st, 7 a.m; 4th, midnight; 8th, 4 a.m.; 11th, 5 30 a.m.; 16th, 7 a.m.; 17th, 8 a.m.; 22nd, 3 a.m.; 25th, 4 a.m.; and 29th, 7 a.m.

St. Nazaire to Belle-Ile, Lorient, and Brest.—Every *even* day commencing on the 2nd, at 10 a.m. Fares:—To Belle-Ile and Lorient, 1st cabin, 10 fr.; 2nd cabin, 8 fr. To Brest, 1st cabin, 22 fr.; 2nd cabin, 14 fr.

St. Nazaire to Vigo, Lisbon, Cadiz, Gibralter, and Malaga, by the Fluvial and Maritime Steam Packet Company, on the 5th, 15th, and 25th of every month. Administration in Paris, 52, Rue Taitbout.

St. Petersburg to Amsterdam, *via* COPENHAGEN.—On the 15th of every month.

St. Petersburg to Copenhagen and Rotterdam.—By the Gironde and Hollander, on the 1st and 15th of each month.

St. Petersburg to Grimsby.—Messrs. Bailey & Leetham's Steamers. Ceased for the season.

St. Petersburg to Hull.—Messrs. Gee and Co.'s Steamers will resume again about the middle of May, 1860.

St. Petersburg Town to Lubeck.—Ceased for the season.

St Petersburg to West Hartlepool.—The West Hartlepool Steam Navigation Co.'s Steamers every 10 days. Average passage, 6 days.

Stockholm to Amsterdam, *via* COPENHAGEN.—See Amsterdam to Stockholm.

Stockholm to Drokningholm.—Every week-day at 9, 11, 2, 3, 4, 7, and 8 o'clock.

Stockholm to Gripsholm and Mariefried.—The Arboga, every Sunday, at 9 a.m.

Stockholm to Jœnkœping.—Every 3 or 4 days. The Esais, Tegner, Jœnkœping Oestergœthland.

Stockholm to Kœping.—On Tuesdays and Fridays, at 9 a.m.

Stockholm to Leppoe and Orebro.—The Nerike, every Wednesday, at 12 noon.

Stockholm to Linkœping.—Every Tuesday, at 4 a.m.

Stockholm to Lubeck (calling at CALMAR and YSTADT.) On the 5th, 10th, 15th, 20th, 25th, and 30th of each month, from May to October.

Stockholm to Nisby and Kalmar.—The Motala, every Wednesday, at 12 noon.

Stockholm to Norrkœping.—The Elixon and John Swarz, at 6 a.m., on Tuesdays, Wednesdays, Fridays, and Sundays.

Stockholm to Nykœping.—The Harmoder and Gripen, every Tuesday and Friday, at 8 a.m.; and Wednesday and Saturday, at 7 a.m.

Stockholm to Sœdertelje.—The Hamoder, every Sunday, at 8 a.m.

Stockholm to Stettin (calling at Calmar, and Swinemunde).—The Nagler or Nordstern, every Tuesday, at 8 a.m. Fares to Calmar, 8, 5, and 2½ Rthr.; to Swinemunde, 16½, 11, and 5½ Rthr.; to Stettin, 18, 12, and 6 Rthr.

Stockholm to Strengœns, Kungsœhr and Arboga.—Every Tuesday and Friday, at 7 a.m.

Stockholm to Strengnæs, Kungsœhr, Graffuedden and Orebro.—Wednesday, Friday and Sunday, at 8 a.m. Fare, 7½ Rd.

Stockholm to Upsala.—Every day, except Sunday, at 8 a.m.

Stockholm to Waxholm.—Every Tuesday, Wednesday, Friday, and Saturday, at 6 p.m.

Stockholm to Westeras.—The Aros, Gustaf Vasa and Westmanlanland, every day, (except on Monday) at 8 a.m.

Stolzenau to Hameln.—By the North German Lloyd's Steamers, every Monday and Friday, at 9 a.m. Fares—Stolzenau to Hanelm, 28 ggr. and 20 ggr.

Stora to Marseilles.—Messageries Imperiales Co.'s Steamers, Wednesday at noon.

Strengen to Dalen.—The St. Olaf, every Tuesday at 9 am., every Wednesday & Saturday 6 p.m.

Stralsund to Ystadt.—Every Sunday and Thursday, at noon, after arrival of the *Schnellpost* (mail coach) from Passow (Berlin). Fares, 6 thr., 3 thr., 1½ thr. For families a reduction is made on the ordinary fare.

St. Sebastian to Bilbao, Santander, and Bayonne.—The Bidasoa, several times a month.

St. Sebastian to Bayonne Direct.—The Simoon, several times a month.

Suez to Aden (5 days), **Mauritius** (15 days), **King George's Sound** (30 days,) **Kangaroo Islands** (Adelaide, 35 days), **Melbourne** (37 days), **Sydney** (40 days), by the Peninsular and Oriental Steam Navigation Co.'s Steamers, on the 26th of every month.

Suez to Aden (6 days), **Galle** (Ceylon), (17 days), **Madras** (21 days), **and Calcutta** (25 days). By the Peninsular and Oriental Steam Navigation Co.'s Steamers, on the 4th and 19th of every month.

Suez to Aden (6 days), and **Bombay** (14 days).—By the Peninsular and Oriental Steam Navigation Co.'s Steamers, on the 12th and 27th of every month.

Syra to Marseilles, *via Malta.*—Messageries Imperiales Co.'s Steamers, every Wednesday at 5 . m,

Syra to Smyrna and Constantinople, to Athens, and Ports in Greece.—Messageries Imperiales Co.'s Steamers, every Sunday at noon.

Szegedin to Semlin on the Theiss—Every Saturday, at 6 a.m. in 1 day. Fares—1st place, 8 fl.

Szegedin to Szolnock on the Theiss—Every Tuesday and Friday, at 6 a.m., in 1 day. Fare—4fl. 8 kr.

Szolnok to Szegedin on the Theiss—Every Wednesday and Saturday, at p.m., in half a day.

Szolnok to Tokay on the Theiss—On the 1st, 16th, 21st, and 26th of every month, in 1½ day. Fare, 7 fl.

Tamise to Antwerp.—Daily, at 7.30 a.m.; and from November 15th, at 8 a.m.

Tetschen to Dresden.—1 p.m. in 4 hours.

Texel to Amsterdam (8 hours).—On Monday, at 3 a.m.; Wednesday and Friday, at 5 a.m.

Thun to Neuhaus for Interlachen—8.30 a.m. and 3 p.m. Travellers are conveyed by Diligence from one lake to the other.

Tonning to Hull.—On the 6th, 16th, and 26th of each month.

Tokay to Szolnok on the Theiss—On the 4th, 9th, 14th, 19th, 24th, and 29th of every month at 5 a.m., in 1 day.

Tonsberg to Drammen and Christiania.—Every Tuesday and Friday, at 7 a.m.

Traunsee.—See Gemunden to Ebensee.

Treves to Coblentz—(25¼ German miles.)—The New Moselle Steam Navigation Company's Steamers, on Mondays, Wednesdays, Thursdays and Saturdays, at 5 a.m.

Trieste to Albania.—By the Austrian Lloyd's Steam Navigation Co.'s Steamers. Every Saturday at noon.

Trieste to Alexandria, direct.—By the Austrian Lloyd's Mail Steamers.—In correspondence with the Peninsular and Oriental Co's Steamer for Aden, Bombay, Ceylon, Madras, Calcutta, Penang, Singapore, Hong Kong, and Shanghae, in 110 hours. Fares—1st Class, £16; 2nd Class £11; including berth and provisions.—On the 11th and 27th of every month, at 10 a.m.

Trieste to Ancona. Fares—1st Class 19 fl.; 2nd Class, 13 fl.—Every Tuesday, at 4 p.m.

Trieste to Constantinople.—By the Austrian Lloyd's Steam Navigation Company's Steamers, *via* Smyrna, Metelin, Tenedos, the Dardanelles, and Gallipoli.—Every Tuesday, at 4 p.m. By the accelerated Line, via Corfu and Syra, every Saturday, at 2 p.m.

Trieste to Croatia.—By the Austrian Lloyd's Mail Steamers, *via* Fiume, Segna, Bosco Nuovo, Arbe, Lussingrande, Val Cassione, to Zara, every Tuesday, at 6 a.m.

Trieste to Dalmatia.—By the Austrian Lloyd's Mail Steamers, *via* Lussin-piccolo, Zara, Sebenico, Spalato, Macarsca, Curzola, Ragusa, to Cattaro, every Tuesday at 4 p.m.

Trieste to the Danube.—By the Austrian Lloyd's Mail Steamers from Constantinople, *via* Burgas, Varna, Sulina, Tulcia, Galatz, to Ibraila, by the ordinary line; and *via* Varna, Sulina, Galatz, and Ibraila, by the accelerated line, every Saturday, at 2 p.m. During the winter, the line extends to Varna, *via* Burgas only.

Trieste to Egypt (Alexandria).—By the Austrian Lloyd's Mail Steamers, *via* Smyrna to Alexandria, Tuesday, November 1st, 15th, and 29th, and every Fortnight at 4 p.m. By the Accelerated Line, Saturday, November 5th, 19th, and every Fortnight at 2 p.m.

Trieste to the Ionian Islands and Greece, ending at the Piræus (Athens), via The Isthmus of Corinth.—By the Austrian Lloyd's Mail Steamers, every Tuesday, at 4 p.m. Fares—1st Class, 102 fl.; 2nd Class, 78 fl. And by the Accelerated Line every Saturday, at 2 p.m.

Trieste to the Island of Candia.—By the Austrian Lloyd's Mail Steamers, by the Accelerated Line, *via* Syra, every Saturday, at 2 p.m.

Trieste to Istria.—By the Austrian Lloyds' Mail Steamers, every Tuesday, at 6 a.m., *via* PIRANO, UMAGO, CITTANOVA, PARENZO, ROVIGNO, FASANA, POLA, CHERSO, MALINSKA (Isle of Veglia), and FIUME.; and every Saturday, at 6 a.m., only as far as POLA.

Trieste to Salonica.—By the Austrian Lloyd's Steamers, by the Accelerated Line, *via* CORFU and SYRA. Every Saturday, at 2 p.m.

Trieste to Smyrna, via ANCONA, MOLFETTA, BRINDISI, CORFU, ZANTE, ST. NICOLO of CERIGO, SYRA, and SCIO.—By the Austrian Lloyd's Mail Steamers. Every Tuesday, at 4 p.m.

Trieste to Syria.—By the Austrian Lloyd's Mail Steamers, *via* SMYRNA, to RHODES, CYPRUS, BEIROT, JAFFA, and CAIFFA. November 8th and 22nd; and every fortnight at 4 p.m.; and by the Accelerated Line. Saturday, November 12th and 26th, and every fortnight, at 2 p.m.

Trieste to Trebisond.—By the Austrian Lloyd's Mail Steamers, by the Accelerated Line, *via* INEBOLI, SINOPE, SAMSUN, AND KERESOND. Every Saturday, at 2 p.m.

Trieste to Venice (8 hours)—By the Austrian Lloyd's Mail Steamers. Daily at 8 a.m., by Paddle wheel Steamers. Departures will take place between TRIESTE and VENICE by Screw boats, according to circumstances.

Trieste to Volo.—By the Austrian Lloyd's Mail Steamers, *via* CONSTANTINOPLE' LAGOS, and CAVALLA. By the Accelerated Line. Every fortnight, Saturday, November 12th and 26th, at 2 p.m.

Tripoli (Syria) to Alexandria and Marseilles.—Messageries Imperiales Co.'s Steamers, Every alternate Monday at 6 p.m. See page 502.

Tripoli (Syria) to Constantinople, *via Smyrna.*—Messageries Imperiales Co.'s Steamers Every alternate Sunday at 6 p.m. See page 502.

Tunis to Marseilles, *via Bona and Stora.*—Messageries Imperiales Co.'s Steamers, Sunday at noon.

Uberlingen to Bregenz.—Daily, at 6.45 a.m.

Ueberlingen to Constance.—Daily, at 6.45 a.m. Sunday, Monday, Thursday, Friday, and Saturday, at 6 p.m.; Tuesdays and Wednesdays, 5 p.m., direct.

Ueberlingen to Friedrichshafen, Lindau, Romanshorn, Rorschach, and Schaffhausen.—Daily, at 6.45 a.m.

Ueberlingen to Ludwigshafen.—Daily, at 11.40 a.m.; Sundays, at 6 p.m.; Wednesdays and Fridays, at 5 p.m.

Ueberlingen to Meersburg.—Daily, at 6.45 a.m.; Sundays, Mondays, Thursdays, Fridays, and Saturdays, at 6 p.m.; Tuesdays and Wednesdays, at 5 p.m.

Uerdingen to places on the Rhine.—By the Cologne and Dusseldorf Company's Steamers *Upwards*—Daily, at 4¾ p.m. and 12 night. *Downwards*—Daily, at 10½ a.m. and 12¾ night. By the Netherlands Company's Steamers. *Upwards*—Daily at 1¼ a.m *Downwards*—Daily, at 12 night.

Uhlefos to Fjœrestrand.—The Statsraad Stang, every Wednesday and Saturday, at 6½ p.m

Vadsœ to Hammerfest.—The "Gyller," once a-week.

Valence to Avignon—daily, at 7 a.m., in six hours.

Vallœ to Korsœr.

Valparaiso to Callao and Panama.—The Pacific Steam Navigation Co.'s Steamers on the 1st and 16th, at 11 a.m., calling at intermediate ports, and arriving at Callao on the 10th and 6th at 6 a.m.

Varna to Constantinople.—Messageries Imperiales Co.'s Steamers, every Tuesday at 2 p.m

Vegesack to Bremen.—Daily at 7½ a.m.; also on Sundays at 7.30 p.m.

Venice to Trieste.—By paddle-wheel Steamers daily, at 6 a.m., also by Screw-boats. See Trieste to Venice.

Venlo to Ruremonde, Maeseyck and Maestricht.—The Meuse Steam Navigation Co.'s Steamers. Daily, at 3 a.m.

Venlo to Rotterdam—The Meuse Steam Navigation Co.'s Steamers. Daily, except on Sunday and Saturday, at 11½ p.m. On Sunday, at 7 p.m., after the arrival of the Boats from Maestricht.

Vevay to Geneva, touching at OUCHY, EVIAN, THONON, NERNIER, and HERMANCE.—Daily at 6 a.m

Vevay to Villeneuve.—Daily, at 10.30 a.m., and 12.30, 1.15, and 6.45 p.m.

Vienna to Galatz and Constantinople—By the Danube, every Sunday, at 6 a.m., in 7 days. Fares, 94 fl., and 66 fl.

Vienna to Linz—Corresponding with the Bavarian Steam-boats to Ratisbon, by the Imperial and Royal Danube Steam Navigation Co. Daily, at 6 a.m. See page 495.

Vienna to Giurgevo and Galatz.—Every Sunday, at 6.30 a.m. See page 495.

Vienna to Pesth—By the Imperial and Royal Danube Steam Navigation Company's Boats. Daily, at 6 30 a.m. See page 495.

Vienna to Semlin (Belgrad).—By the Imperial and Royal Austrian Danube Co.'s Steamers, every Sunday, Tuesday, Thursday, and Friday, at 6.30 a.m. See page 495.

Vienna to Pressburg—daily, at 6 a.m. Fares, 2 fl. 20 kr. and 1 fl. 30 kr.

Villeneuve, down the Lake, stopping at Intermediate Ports on the Swiss side, to Geneva.—Daily, at 6½ a.m., 1.45, and 3 p.m.

Villeneuve to Vevay.—Daily, at 5.30, 8.30, 11.15* a.m.; 1.15, 2.30, and 5.30* p.m. [* By correspondance at Morges for Yverdun and Geneva.]

Vise to Liege.—The Meuse Steam Navigation Co.'s Steamers. Daily, at 7 a.m.; 1 and 4½ p.m.

Vise to Maestricht.—The Meuse Steam Navigation Co.'s Steamers. Daily at 7½ a.m., 12 noon and 6 p.m

Volo to Constantinople, calling at SALONICA, DARDANELLES and GALLIPOLI.—The Messageries Imperiales Co.'s Steamers, every Monday at 3 p.m.

Wallenstadt to Weesen.—At 8.30, a.m.

Wasserburg to Rosenheim.—5 a.m.

Waxholm to Stockholm.—Every Monday, Wednesday, Thursday, and Saturday at 6½ a.m.

Weesen to Murg.—At 10.50 a.m. and 5.5 p.m.

Weesen to Wallenstadt.—At 2 p.m.

Weesen to Schmerikon.—(By Linth Canal.) At 10.5 a.m.

Wertheim to Lohr, Gemunden, Karlstadt, and Wurzburg—Tuesdays, Thursdays and Saturdays, at 4 a.m., in 12 hours. Fares, 1 fl. 42 kr., and 52 kr.

Wesel to places on the Rhine.—By the Cologne and Dusseldorf Co's Steamers. See page 498.
By the Netherlands Co.'s Steamers.—*Upwards*—Daily, at 9 p.m. *Downwards*—Daily, at 3 a.m.

Westeras to Stockholm.—Every day, (except on Monday), at 8 a.m.

West Hartlepool to St. Petersburg (Cronstadt.)—The West Hartlepool Company's Steamers every 10 days, as nearly as possible. Average passage 6 days.

West Hartlepool to Hamburg.—The West Hartlepool Steam Navigation Co.'s Steamers every Wednesday and Saturday. Average passage 40 hours. Fares, cabin £1 10; Return Tickets £2.

Weymouth to Guernsey and Jersey.—The London and South Western Steam ships, every Wednesday and Friday, at 8 a.m., and on Saturdays at 11.30 p.m. Fares—1st Class, 18s.; 2nd Class, 12s. See page 484.
The Weymouth and Channel Islands Steam Packet Company's steamers every Wednesday, and Saturday, at 6 a.m. Fares, 1st Class, 18s.; 2nd Class, 12s.

Wischhafen to Hamburg.—At 5¾ a.m.

Wismar to Copenhagen.—The Obotrit, on Thursdays and Sundays, at 4 p.m.

Worms to Mannheim.—Daily at 8½ a.m.; 5½ and 7½ p.m. By the Netherlands Co.'s Steamers. Daily, at 5 p.m.

Worms, down the Rhine to Cologne.—Daily at 7.0 and 9½ a.m. By the Netherlands Co.'s Steamers.—Daily, at 5½ a.m.

Worms, down the Rhine to Rotterdam.—Daily, at 7.0 a.m. By the Netherlands Co.'s Steamers.—Daily, at 5½ a.m.

Wurm-See, Starnberg to Seeshaupt, at 10 a.m., in 2 hours.

Wurzburg to Karlstadt, Gemunden, Lohr, Wertheim, Miltenberg, Aschaffenburg, Hanau, Offenbach, and Frankfort—On Monday, Wednesday, and Saturday, at 5 a.m., in 14 hours. Fares to Frankfort, 6fl. and 4fl.

Wurzburg to Cologne.—Goods Steamers, taking passengers, several times a-week.

Ystadt to Copenhagen.—Fridays, at 9 a.m.

Ystadt to Stralsund.—Every Tuesday and Saturday morning, after arrival of the Coach from Stockholm. Fares—6thr., 3thr., and 1½thr. For Families a reduction is made in the ordinary fares.

Yverdun to Neufchatel.—At 1, 7, and 10½ a.m., and 2 p.m.

Zaandam to Amsterdam—The favourite Paddle Steam Boat Mercurius, during the Summer Season, at 6½, 8½, and 10½ a.m.; 1, 4, 6, and 8 p.m; also on Mondays, Wednesdays, and Fridays, an extra boat at 7½, 9½, and 11½ a.m.; 3, 5½, and 7½ p.m. Fares—80 cents, 65 cents, and 50 cents.

Zug to Immensee and Arth—At 9.15 a.m and 1 p.m., in 1 hour.

Zug to Chaam.—8.20 a.m., and 3 p.m.

Zulphen to Amsterdam. (11 hours.)—Daily, at a.m.

Zurich to Italy by Splugen.—Down the Lake at 8 a.m., in connection with diligences and Steamers on Lake Wallenstadt.

Zurich to Lucerne.—Every morning at 8 a.m.—by steam to Horgen, by diligence to Zug, by steam to Immensee, by omnibus to Kusnacht, and by steam to Lucerne—in 7 hours. Passengers can book through.

Zurich to Horgen, Stafa, and Richterswyl.—At 5.30, 7.55, 8, and 10.30 a.m.; 3.30 (Sundays 1.45), 6.25, and 6.30 p.m., Sundays also at 8.15 p.m.

Zurich to Kusnacht.—At 7.55 a.m., and 6.25 p.m.

Zurich to Rapperschwijl, calling at intermediate ports, 4.50, 7.50, and 10.15 a.m.; 1.40, 5.5 and 7.30 p.m. Fares—1fr. 80c., and 1fr. 20c.

Zurich to Richtersweil. At 4.50, 7.45, 7.50, and 10.15 a.m.; 1.35, 1.40, 5.0, 5.5, and 7.30 p.m.

Zurich to Schmerikon.—7.50 and 10.30 a.m.

Zutphen to Kampen and Amsterdam.—Daily, at 6 a.m., touching at Deventer and Katerveer for Zwolle.

Zwolle to Amsterdam. (8 hours.)—Daily, at 7 and 9 a.m.

Zwolle to Hull, *via* HARLINGEN.—The Minister Thorbecke, every Saturday.

For Sailings from and to English Ports, see "Bradshaw's General Railway Guide," price 6d.

DILIGENCES, POST AND MAIL COACHES, &c.

Note.—The figures placed immediately after the name denote the distance,—thus, Aalen to Cannstadt (46), *i. e.*, 46 English miles. The * signifies a Railway Station; h. *hours*; f. *fares*; ret. *returning*.

Aalen to

Cannstadt (46), 10.25 p.m., in 7½ hours, fare 195 kr.
Ellwangen (10½), 6.15 a.m., 1.15 and 11.10 p.m., in 2 hours, fare 45 kr.
Gmund (14½), 1.35 & 10.25 p.m., in 2 hours, f. 65 kr.
Heidenheim (14½), 9 a.m., in 2½ hours, fare 65kr.
Nordlingen (22), 6.18 a.m., in 4½ hours, fare 95 kr.
Stuttgart (48½), 10.25 p.m., in 8½ hrs. fare 210 kr.
Sussen (35½), 1.35 p.m., per Gmund in 5½ hours; 9 a.m. per Heidenheim in 6½ hours.

***Aarau** to

Basel, 3.20 & 8.50 p.m., also per Railway
Bern (78½), per Railway
Biel (65), per Railway.
Sins (46), 5.0 a.m., per Wohlen, in 5¾ hours, fare 4fr. 20c.
Zug, 5 a.m., per Sins, in 6½ hours, fare 5 fr. 35 c.

Aarberg to

Bern, 7.35 a.m., 12½ noon, and 8.40 p.m., in 2½ hours, fares, 3 fr. 40 c. and 4 fr. 20 c.
Biel, 8 a.m. and 4½ p.m., in 1½ hour. fare, 1 fr. 60 c.
Murten 10.20 a.m., returning 1½ p.m., in 2 hours, fare, 2 fr. 60 c.
Neufchatel, 12.40 p.m., and 12.15 night, in 3 hours, fare, 4 fr. 15 c.
Solothurn, 3.35 p.m., in 3½ hours, fare, 4 fr. 15 c.

***Achim** to

Stade (49½), 10½ p.m., in 9 hours, fare 2th. 28gr.

Agram to

Carlstadt (34½), 7 p.m. on Wednesdays and Saturdays, & 8 p.m. on Sundays in 6¾ hours, and Briefpost daily, fare 4 fl.
Flume, (117¾), 7 p.m., Wednesdays and Saturdays in 24 hours, returning 5 a.m. Tuesdays and Saturdays. Briefpost daily, fares 8fl. 36 kr.
Pöltschach (62½), 1 p.m. in 14½ hours, fare, 7 fl. 12 kr.
Semlin (281), 5 p.m. in 62 hours, returning at 10 p.m. Briefpost daily

Agram to

Sissek (41½), 4½ p.m. on Mondays and Thursdays in 8 hours. Briefpost daily, fare, 4 fl. 48 kr
Steinbrucken, (56½), 10 a.m. and 9 p.m. in 11 hours, fare, 6 fl. 32 kr.
Warasdin (46), 5 p.m. on Sundays, Wednesdays and Fridays, in 10½ hours, returning at 8.10 p.m. on Mondays, Thursdays, and Saturdays. Briefpost daily, fare, 5fl. 20 kr.

Airolo to

Andermatt (28), 8 a.m., and 10.35 p.m., in 4 hours, fares, 6fr. and 6fr. 90c.
Bellinzona (56), 2.50 a.m. and 7¾ p.m , in 5½ hours, fares, 10fr. 10c. and 11fr. 95c.
Fluelen, 8 a.m., and 10.30 p m., in 8½ hrs., fares, 13fr. 10c., and 15fr. 25c.
Milan, 2.50 a.m. and 7¾ p.m., in 16½ hours, fares, 22fr. 60c. and 26fr. 35c.

***Aix-la-Chapelle** (Aachen) to

Coblentz (106½), 7 a.m. per Losheim, in 22¾ h., f. 5th. 11sgr.
Eupen (11½), 8 a.m. & 8 p.m., in 2 hours, fare 15 sgr.
Julich (14½), 7 a.m. and 5 p.m., in 3 hours, fare 24½ sgr.
Montjoie (20¾), 7 a.m., 5½ (in winter 4½) p.m., in 4½ h., fare 27sgr
Trier (93½), 7 a.m. per Losheim, in 20½ hours, fare 4th. 21½sgr.

***Alfeld** to

Holzminden (25½), 6.25 p.m. in 6½ hours, fare, 1th. 12gr.
Hoxter (Buke), (33½), 6.25 p.m. in 8 hours, fare, 1th. 24½ gr.

Alsfeld to

Fulda 26½), 2.25 p.m., in 4¾ hours, fare 1 fl. 36 kr.

Alsfeld to

Giessen (32½) 5 a.m., (in winter 4½ a.m.,) in 6½ hrs, fare, 1 fl. 56 kr.
Grunberg (18½), 5 a.m. (in winter 4½ a.m.,) in 4 hrs., fare, 1 fl. 8 kr.
Hersfeld (22), Monday and Thursday, at 12½ noon, in 4½ hours, fare, 100 kr.
Lauterbach (10½), 2.25 p.m., in 2 hours, fare, 40 kr.
Neustadt (15¾), 10.55 a.m., in 6 hours, fare 1 fl.

***Altenburg** to

Gera (20¾), 9½ a.m., and 2½ & 8½ p.m., in 4 hours, fare, 22½ ngr.
Jena (40½), 8½ p.m., in 10¾ hours, fare, 58½ ngr.
Penig (13¾), 2½ p.m., returning 7½ a.m., in 2½ hrs., fare, 15 ngr.
Rochlitz (19½), 2 p.m., in 3¾ hrs, fare, 21 ngr.
Waldenburg (13½), 2½ & 8½ p.m., in 2½ hours, fare, 12 ngr.
Weimar (52), 8½ p.m., in 13½ hrs., fare 2th. 16ngr.
Zeiz (13½), 8 p.m. in 3½ hrs., fare 19½ ngr.

Altenkirchen to

Bonn (30), 2½ p.m., in 6 hours, fare 37½ sgr.
Burbach, 2.0 a.m., returning at 6 p.m., per Kirchen, in 9½ h.
Coblentz (32½), 4 a.m., & 1.30 p.m., in 6½ hours, fare, 49 sgr.
Dierdorf (14½), 4 a.m., & 1.30 p.m. in 2¾ hours, fare, 22¾ sgr.
Hennef, 6.10 a.m., and 2½ p.m, in 4 hours.
Siegburg (23), 6.10 a.m., in 4¾ hours, fare, 35 sgr.
Siegen (34¾), 2.0 a.m., and 2.45 p.m., in 6¾ hours, fare, 52½sgr.

Alzey to

Creuznach (17), 3.35 p.m., in 2¾ hours, fare, 24 kr.
Mayence (20¾), 3½ p.m., in 3½ hours, fare, 1fl. 14kr.

Alzey to

Oppenheim (19½), 4 a.m., in 3 hours, fare 1 fl. 4 kr.
Osthofen (11½), 8.20 a.m.; 4½ and 8½ a.m., and 1½ p.m., by Omnibus in 2 hours, fare 44 kr.
Wörrstadt, 3½ p.m., in 1½ hour, fare 26 krs.
Worms (13¼), 3½ p.m. per Pfeddersh, in 2½ hours, fare, 1 fl.

Amberg to

Augsburg (120), 7.45 a.m. per Nuremberg, in 12¼ hours
Bayreuth (41½), 1 a.m., in 9 hrs., fare, 2 fl. 41 kr.
Cham (41½), 7 p.m. per Rötz, in 9¼ h. ret. at 7 p.m; f. 336 kr.
Eger (66), 8 p.m., in 15½ hours; f. 464 kr.
Nuremberg (39½), 7.45 a.m., in 6½ hours.
Regensburg (39¾), 12.35 a.m., in 8 hrs.; f. 272 kr.
Waldmunchen (43¾), 7 p.m per Rötz, in 8½ hours; f. 296 kr.
Weiden (31½), 8 p.m. in 7½ hours, returning 10½ p.m., fare, 229 kr.
Wernberg (18½), 8 p.m., in 3½ hours; f. 136 kr.

***Amriswell** to

Constance (16), 6.5 p.m. in 2 hrs., fare, 1fr. 90rp.
Rorschach (18), 8.5 a.m., in 2 hours, fare, 1fr. 70rp.
St. Gallen (18¾), 8.5 a.m. in 2¾ hours, fare, 2fr.

Anclam to

Demmin (32½), 2½ and 6½ a.m., in 5½ hours; f. 42 sgr.
Greifswalde (22), 6¼ a.m. in 3 hrs. 2½ a.m., and 2¾ p.m., in 3½ hrs.; fare, 38 sgr., and 28½ sgr.
Lassan (10½), 7½ a.m., in 2½ hours; f. 13½ sgr.
N. Brandenburg (30), 8 a.m., in 5½ hours; f. 42½ sgr.
Pasewalk (28¾), 4 a.m., and 1¾ p.m., in 5 hrs., & 10¼ p.m., in 4¼ hrs.; f. 50 and 37½ sgr.
Passow (Berlin), (60), 4 a.m., in 10 hrs., fare, 91 sgr.; and 10¼ p.m., in 8¾ hours; fare, 104 sgr.
Prenzlau (43¾), 4 a.m., fare 57 sgr., in 7 hours, and 10¼ p.m., in 6¼ hours; f. 76 sgr.
Stettin (54¾), 4 a.m., & 1¾ p.m. in 8¾ hours, fare, 82½ sgr., and 10¼ p.m., in 7¾ hours; f. 94 sgr.
Stralsund (42½), 2½ a.m., and 2¾ p.m., in 7 hrs., & 6¼ a.m. in 5¾ hours, fare 54¾ & 74 sgr.
Swinemunde (28¾), 7½ a.m., in 8 hours, ret. at 11 a.m. f. 29 gr.

***Angermund** to

Bolzenburg (26½), 9½ p.m., returning at 9½ a.m. in 4¾ h.; f. 34½ sgr.
Konigsberg (22), 9¼ a.m., 3 & 9¼ p.m., in 4¼ hours, fare 28½ sgr.
Schwedt (12¾), 9½ a.m., and 3 & 9½ p.m., in 2¼ hrs., fare 16½ sgr.

***Annaberg** to

Chemnitz (22), 1 p.m., 10½ a.m., and 10½ p.m., in 4¾ h.; f. 24 ngr.
Freiberg (35½), 1 a.m., in 9 hrs.; fare, 46½ ngr.
Johstadt (6½), 3½ p.m., returning 8 a.m., in 1½ hour; fare, 7 ngr.
Marienberg (14), 6 p.m., in 3 hrs, fare 15 ngr.
Oberwiesenthal (13½), 3 p.m., in 3¼ hrs.; ret. at 6 a.m.; f. 12 ngr.,
Schwarzenburg (11½), 6¾ a.m. and 12½ noon, in 2½ hours, fare 14 ngr.

Ansbach to

Erlangen, 4½ a.m., in 12¾ hours.
Feuchtwangen (16½) 3½ p.m.; returning at 7 a.m. in 3½ hours.
Neustadt 4½ a.m., returning 11¾ a.m., in 8 hours.
Nuremberg (26½), 5 a.m. and 4 p.m., in 5½ hours, fare, 1 fl. 15 kr.
Ochsenfurt (34¾), 7½ a.m., and 7½ p.m.; returning 6.50 a.m., and 10.50 p.m., in 8½ hours, fare, 4fl. 8kr.
Uffenheim (24½) 7½a.m., and 7½ p.m., returning 1.35 and 9.15 a.m. in 5 hours, fare, 1 fl. 3 kr.
Windsheim (22), 4½ a.m., in 5 hrs.; returning at 3 p.m.; fare, 51 kr.;
Wurzburg (16), 7½ a.m. and 7½ p.m. in 10 hours, fare, 2fl. 12 kr.

*** Apolda** to

Cahla (18½), 1.30 and 5. 0 p.m., in 4 hours.
Jena (9½), 6 a.m., 1.30 and 5 p.m. in 1¾ hour, fare, 10 sgr.
Neustadt-on-Oder (28¾), 1½ and 5 p.m., in 6½ hours
Rudolstadt (32), 5 p.m., in 7½ hours, fare 37 sgr.
Schleiz (41½), 5 p.m. in 9½ hours fare, 50½ sgr.

***Appenweyer** to

Frendenstadt (31¼), 11¾ a.m., in summer on Sundays, Wednesdays, and Fridays in 6½ hours.
Petersthal (17), 10½ a.m., in 3½ hours, per Omnibus
Rippoldsau (30), 11¾ a.m., in Summer only, in 6¾ hours.

Appenzell to

Gais (4¾), 6 a.m., and 4½ p.m., in ¾ hour, fares 75c. and 90c.
St. Gallen (19½), 6 a.m., and 4½ p.m., in 2½ hours, fare, 2 fr, 45c., and 3frs.

***Arlon** to

Brussels, per Railway.
Luxemburg (18¾), 8 a.m., and 6 p.m., in 3 hrs., f. 20 & 24 sgr.
Namur, per Railway.
Sedan (63¾), 7 a.m., in 14 hours. fares, 56 and 64 sgr.

***Arnheim** to

Deventer, 11 a.m., and 3 p.m., in 4½ hours, fare, 2 gld. 10 c.
Lingen, 11 a.m., in 16½ hours, fare, 6 gld. 30 c.
Nymwegen, 11 a.m., 2, 3, and 8 p.m., in 2 hours, fare, 1 gld.

Arnsberg to

Hamm, 10½ p.m. in 6¼ hours, fare 1th. 15½sgr.
Iserlohn (24½), 5½ a.m. and 12 noon, in 4½ hrs., fare, 31½ sgr.
Meschede (12½), 7¾ a.m., and 6 p.m., in 2½ hours, fare, 16½ sgr.
Olpe (49½), 8 a.m., per Bilstein, & 10½ p.m., in 9½ hrs., fare, 66 sgr.
Soest (13½), 7 a.m. & 1½ & 7 p.m. in 3 hours, fare, 22½ sgr
Winterberg (35¾,) 7¾ a.m., in 7¾ hours, ret. 1½ p.m., fare 54¼ sgr

Arnstadt to

Dietendorf (7½), 6.45 a.m., and 3½ p.m., in 1½ h, f., 9 sgr.
Erfurt (11½), 9¾ p.m., in 2½ hrs, fare 15 sgr.
Ilmenau (11½), 6¾ a.m., in 2¾ hrs., and 12½ noon per Elgersburg, in 3 hours, fare, 15 sgr.
Rudolstadt (25½), 12½ noon, in 4½ hours, fare 36¾ sgr.
Saalfeld (31½), 12½ noon, in 5¾ hours, fare, 47½ sgr.

Arnstadt to

Schleusingen (30), 6¼ a.m., in 7 hours, fare 30 sgr.

*Arnswalde to

M. Friedland (34⅔), 2½ p.m., in 6½ hrs., fare 43½ sgr.
Reetz (9), 5½ p.m., in 2 hours, fare 12 sgr.

Arolsen to

Bonenburg (13½), 4 and 10½ a.m., in 2½ hours, fare 19½ sgr.
Corbach (11½), 2½ p.m., and on Sunday, Monday, Wednesday, and Friday at 4 a.m., in 2½ hours, fare, 15 sgr.
Paderborn (31½), 4 and 10½ a.m., per Bonenburg in 6 hours
Pyrmont (53½), 10½ a.m., in 13 hrs., fare, 73½ sgr.
Stadtberge (12½), 3½ p.m., in 2½ hours, fare 16½ sgr
Warburg (13½), 4 p.m., in 2¾ hrs., fare, 18 sgr.
Wildungen, (26½), 7 a.m., in 4¾ hours, ret. 3 p.m., fare 34½ sgr.

* Arona to

Bellinzona (32), 7.0 a.m., and 3.20 p.m., in 6¾ hours, fare, 6 fr 15 c.
Chur, 7 a.m. & 3.20 p.m. in 24½ hs., fares, 34fr. 65c., and 30fr. 25c.
Domo d'Ossola (58½), 1 p.m., in 7½ hours, fare 8fr.
Lucerne, 7 a.m. and 3.20 p.m., in 26 hours.
Milan (78½), 7 a.m., in 7 hours, fare, 8fr. 70c.
Turin, by railway.

Artern to

Allstedt (9), 2.45 a.m., return 7 p.m., in 1¾ hour, fare 12 sgr.
Erfurt (38), 2½ a.m., in 7½ hours, fare, 59½ sgr.
Frankenhausen, (13½) 2½ a.m. per Sachsenbach, in 4 h., f. 21 sgr.
Halle (34⅔), 10.30 p.m., in 7 hours, fare, 5[illegible] sgr.
Erfurt (14½), 10.30 p.m., in 2½ [illegible], fare, 22⅔ sgr.
[illegible]hausen, (7½), 4½ a.m., and [illegible].m., in 1½ hour, fare 10½ sgr.
[illegible]hausen (25½), 2½ a.m. per [illegible]ach, in 6½ h., f. 37½ sgr.
W[illegible]), 2½ a.m., in 7½ hrs., [illegible]r.
W[illegible]15⅔), 2½ a.m., in 4 h., fare, 24[illegible].

Arth to

Brunnen (16), 2.30 p.m., in 3 hrs.
Luzern (20½), 3½ p.m., in 2½ h., fare, 2 frs.

Arth to

Zug (12), 8 a.m., in 1½ hr; & 11.0 a.m. & 3½ p.m., in summer in 2 hours, per steamboat.
Zurich, 8 a.m. per Horgen, & 11.0 a.m., & 3½ p.m., in summer per steamer in 5½ hours.

*Asberg to

Markgröningen (4½), 7.40 a.m., & 6.45 p.m., ret. 6.25 a.m., & 5¾ p.m.

*Aschaffenburg to

Bischofsheim (57⅔), 7½ p.m., per Wertheim, in 13¾ hours.
Mergentheim (67⅔), 7½ p.m., per Wertheim, in 16 hours.
Miltenberg (24½), 7½ p.m., in 4½ hours, fare 87 kr.
Wertheim (42½), 7½ p.m., in 9 h., fare, 3 fl. 17 kr.

Aschersleben to

Bernburg (14), 1 and 7½ a.m., and 12½ p.m, in 2½ hours, fare 18sgr.
Eisleben (19), 6 a.m., in 3⅔ hours, fare 24 sgr.
Stassfurth (11½), 3½ and 11½ a.m., in 2 hours, fare 13½sgr.

*Augsburg to

Fussen (63⅔), 6.35 a.m. per Biessenhofen, in 6¾ h., f., 4 fl. 25 kr.
Ingolstadt (47½), 4.0 a.m., per Pornbach, in 10½ hours
Innsbruck, by railway, per Munich.
Landshut, by railway, per Munich.
Memmingen (49½), 6.35 a.m. per Buchloe, in 7½ hours, and 1.35 p.m. per Gunzach in 9 hours, fare 4 fl. 15 kr.
Neuburg (32½), 2 p.m., in 7½ hrs., fare, 1 fl. 27 kr.
Regensburg (80⅔), 4.0 a.m. per Neustadt, in 17 hours, and 6.50 a.m. per Munich, in 14½ hours, fare 9 fl. 36 kr.
Stuttgardt (98½), 6.35 a.m. per Ulm, in 4½ hours, and 1.40 p.m. per Ulm, in 7¾ hours

*Aulendorf to

Altshausen (5½), 12 noon and 8.40 p.m., in 1¼ hr., ret. 10 a.m. and 6.30 p.m., fare, 25 kr.

*Aulendorf to

Mengen (19½), 8.40 p.m., ret. 1.55 a.m., in 3¾ hours, fare, 1 fr. 15 kr.
Riedlingen (20⅔), 8 a.m., in 3¾ hours, returning 3½ p.m.
Saulgau (9), 8.0 a.m. and 8.40 p.m., in 1½ hr., ret. 4.5 a.m. and 5.25 p.m.
Sigmaringen (27⅔), 8.40 p.m., in 5 hours, fare, 2 fl.

Aurich to

Emden (15⅔), 3.55; 10.25 a.m., 12½ and 7.40 p.m., in 3½ hours; 6 a.m. and 2 p.m., in 4½ hours; in winter at 12 noon only, in 4½ hrs.
Esens (14½), 9 a.m. and 10 p.m., in 3½ hours; returning at 6½ a.m., and 2 p.m., fare, 19½ ggr.
Leer (22), 8 p.m., in 4 hrs., fare, 1fl. 8 gr.
Oldenburg (47½), 8 p.m., in 6¾ hrs., fare, 82 ggr.
Wittmund (14½), 9 a.m. and 10 p.m., in 3½ hours; returning at 6¾ a.m. and 2½ p.m.; fare, 26 ggr.

Balingen to

Aulendorf, 6.40 p.m., in 10¾ hrs., fare 3fl. 50kr.
Hechingen (8), 7.40 a.m. and 7 p.m., in 1½ hour, fare, 41kr.
Rottweil (15), 5.35 a.m. and 5.10 p.m., in 2¾ hrs., fare 1fl. 12 krs.
Sigmaringen (28), 6.40 p.m., in 5½ hours, fare 2fl.
Tubingen (22), 7.40 a.m. and 7 p.m., in 3½ hours.

*Bamberg to

Brückenau, 6 a.m. in 9½ hours.
Coburg, by railway, per Lichtenfels.
Cronach, 1.15 and 9½ p.m., per Hochstadt, in 3½ and 3½ hours
Eger, 1.15 p.m., per railway, in 12 hours, fare, 6fl. 4kr.
Kissingen (38), 6 a.m., in 4¾ hrs., fare, 3fl. 11 kr.
Neuses, 4 p.m., in 5½ hours, returning at 3 a.m.
Wunsiedel, 1.15 p.m., in 7 hours.

Barmen to

Lennep (7½), 7.20 a.m., and 1.45 p.m., in 1¾ hours, fare, 10½sgr.

*Basle, to

Aarau, by rail (52), and 7½ a.m., and 10¼ p.m., per Friedrichsfeld, in 6¼ hours, fare 7 f. 10 c.
Bern (60), 4½ a.m. and 8 p.m., in 14¾ & 14½ hours; and per Railway; fare, 16fr. 60c, and 20 frs. 40c.
Biel (45), 4½ a.m. and 8 p.m., in 10½ hrs; and per Railway; fare, 12 frs. 30c and 15frs. 10c.
Brugg, 7½ a.m., & 10¼ p.m, in 5½ hours.
Chaud de Fonds (101¾), 4½ a.m. and 8 p.m., in 12 & 13 hours, fare, 14frs. 35c, and 17frs. 70c.
Delsberg (39½), 4½ a.m. & 8 p.m., in 4½ hrs., f., 5frs. 60c. & 6frs. 90c.
Geneva (242¾), per Railway.
Lörrach (9½), 8¾ a.m., 4.0, and 7.5 p.m, in ¾ hour, fare 60c.
Lucerne (50), per Railway.
Milan, 10½ a.m. and 7.50 p.m, in 31½ and 40¾ hours, fares, 47frs. 80c, and 56frs. 50c..
Neufchatel (115½), per Railway.
Paris (321), 5½, 7, and 10½ a.m., per Strasburg, in 17½ hours; 7 and 10½ a.m., and 3 40 p.m., per Vesoul, fare, 6fr. 75c.
Schaffhausen (57), 10.30 a.m., and 6.55 p.m. in 6¼ hours
Schopfheim, 8¼ a.m., and 4 p.m., returning at 7½ and 11.20 a.m.
Solothurn (39), per Railway.
Zurich (53) 5.40 and and 10½ a.m. in 4½ and 3½ hours, and 1.40 4½, and 6.55 p.m., per Waldshut, in 4, 5½, and 3 hours, and per Railway.

*Bautzen to

Camenz (16½), 3 p.m., in 3½ hours, fare, 15 ngr.
Cottbus (46), 7½ p.m., in 9½ hours, fare, 57½ ngr.
Ebersbach (11½) 7 p.m., ret. at 3 a.m., in 3½ hours, fare 13 ngr.
Schluckenau (1[illegible], 7½ p.m., ret. at 5½ a.m., in 3½ hrs., fare 17 ngr.
Spremberg (33½), 7½ p.m., in 6⅝ hours, fare 36½ ngr.

*Bayreuth to

Amberg (41½), 3 p.m., in 9 hrs, fare, 2fl. 41kr.
Kemnath (15¾), 7½ a.m., in 3½ hrs., ret. at 9.30 a.m.
Regensburg (80¾), 3 p.m. in 19 hours, fare.
Streitberg, 6½ a.m., returning at 3 p.m., in 6 hours
Weiden (39½), 7½ a.m. returning at 4 a.m. in 9½ hrs., fare, 2fl. 27kr.

*Bebra to

Eschwege (23), 7½ a.m., in 4 hrs., fare 30 sgr.
Fulda (31¾), 7½ a.m. and 10 p.m., in 6½ hours, fare 1 th. 17½ sgr.
Hersfeld (9½), 7½ a.m., 1½ and 10 p.m., in 1½ hour, fare 10 sgr.

Beckenried to

Lungern, 9½ a.m. returning at 10.0 a.m., in 5½ hours, fare, 5fr. 20c.
Sarnen, 9½ a.m. return, 12 5 noon in 3 hours, fare 2fr. 30c.

Bellinzona to

Airolo (42), 12 35 a.m, and 3.10 p.m., in 7 hours, fare 10fr. 10c. and 11frs. 95c.
Arona (69¾), 2 and 10.25 a.m. in 6¾ hours, fares 6 fr. 15 c., and 6 fr. 65 c.
Camerlata (59), 2 and 8½ a.m. in 7¾ hours, fare 8fl. 70c. and 10fr 60c.
Chur (77,) 3 and 11 p.m. in 16¾ hours, fare 24fl. 10c. and 28frs.
Lado (39½), 3.10 p.m. and 12 35 night, in 4¾ hours, fare 6fr 60c. and 7fr. 90c.
Fluelen (121), 12.35 night, and 3.10 p.m in 15 hours, fare, 23fr. 20c. and 27fr. 20c.
Locarno (18½), 3 a.m. & 4½ p.m., in 2¼ hours, fare 2fr. and 2fr. 50c.
Lugano (30), 2 and 8½ a.m, in 3¾ hours, fare 4fr. 20c., and 5fr. 20c.
Luzern (100), 12.35 night & 3,10 p.m. in 18 hours, fare 28fr. 10c. and 32fr. 10c.
Magadino (9), 2 and 10.25 a.m, in 1¾ hours, fare 2fr., 2fr. 20c.
Milan (78½), 2 and 8½ a.m. in 10 hours, fare 12fr. 50c. and 14fr. 40c.
Splugen (45), 3 & 11 p.m. in 11 hours, fare 14frs. 30c. and 16f.s. 60c.

Belluno to

Conegliano (32½), 2 and 8 a.m. in 5 hours
Padua (74), 1 p.m. on Mon. and Fri., per Primolano, in 20 hours
Primolano (34½) 1 p.m. in 7 hours
Trient (66), 1 p.m. on Mondays and Fridays, in 22½ hours

*Benrath to

Solingen (10½), 9½ a.m. & 8½ p.m. in 2 hours, fare 15½ sgr.

*Bensheim to

Worms (10½), 8.15 a.m.; 2.45 and 6½ p.m., in 2 hours, fare 44kr.

Berchtesgaden to

Munich (97), 3½ p.m. per Traunstein, in 17¼ hours, fare 10 fl. 56 kr.
Reichenhall (10½), 4 a.m., and 3.15 p.m., in 2⅝ hrs, fare 36kr.
Salzburg (6¾), 6 a.m, in Summer only, in 3½ hours, fare 1fl.
Traunstein (31½), 3½ p.m., in 6½ hours, returning at 5 a.m.

Bergamo to

Chiavenna, 2½ p.m. in 14 hours; fare 11lire 50c.
Lecco, 2½ p.m., in 4 hours

*Berlin to

Copenhagen, 6¾ a.m. on Wednesdays and Saturdays, per Stettin, in 26 hours; 7½ a.m., daily, per Kiel, in 28½ hours; 7½ a.m. per Wismar, on Sundays and Thursdays, in 26 hours, all in Summer only.
Cottbus (82), 6 a.m., per Lubben, in 11½ hours, fare 106½ sgr
Custrin (53½), 10½ p.m., in 8½ hrs., fare 69 sgr.
Gr. Schonebeck (28¾), 7 p.m. on Mondays, Wednesdays, Fridays, & Saturdays, in 7 hrs., f. 47½sgr.
Konigswusterhausen (18½), 6 p.m. in 3 hours, fare 24sgr.
Liebenwalde (27½), 7 p.m. in 5 hours, fares 36 sgr.
Lübben (51½), 6 a.m. and 8 p.m. in 9½ hours, fare 70½ sgr.
Luckau (51), 6 a.m. and 6 p.m., in 9 hours, fare 67½ sgr.
Mittenwalde (24½), 6 p.m., in 4½ hours fare 31½ sgr.
Neu-Ruppin, 11 p.m. in 7¾ hours, fare, 68½ sgr.
Neustrelitz (65), 5½ a.m. and 7 p.m., in 11½ hours, fare 86¾ sgr.
Rheinsberg (52), 11 p.m., return 8½ p.m., in 9½ hrs, fare 75¾ sgr.
St. Petersburg. 11 p.m., 116½ hours, Briefpost
Strausberg (23), 4 p.m. in 3¾ hrs. fare 30 sgr.

* Berne to

Aarau (74), per Railway.

Aarberg (23½) 2 p.m. in 2½ hrs., also 10½ a.m. and 10 p.m., fare, 3fr. 40c. and 4fr. 20c.

Basel (60), 2 p.m., in 14 hours, fare, 16fr. 20c., and 20 fr. 40c., and per Railway.

Biel (30½), 2 p.m., in 3⅔ hours, fare 4fr. 30c. and 5fr. 30c., and per Railway.

Delsberg (76), 2 p.m., in 9⅔ hrs., fare 11fr. and 13fr. 50c.

Freiburg (17), 9 a.m. and 5 p.m., in 3½ hours, also 6 a.m. in Summer in 3½ hours, fare 4fr. 25c. & 5fr. 20c.

Geneva (144⅓), 9½ a.m., & 10½ p.m., per Murten, fare 16fr. 85c and 21fr 70c.

Lausanne (55), 9½ a.m. & 10½ p.m., in 9½ hours, fare 12fr. 30c., and 15fr. 10c.

Lucerne (60), per Railway.

Neufchatel (31), 10½ a.m. and 10, p.m., in 5½ hours, fare 7fr. 50c. and 9fr. 30c.

Payerne (41½), 9½ a.m., and 10½ p.m., in 4⅔ hours, fare 6fr. 5c. and 7fr. 40c.

Sonceboz (44⅔), 2 p.m. in 5⅔ hrs, fare 6fr. 35c. and 7fr. 80c.

Vevey (87⅔), (Vivis) 6 and 9 a.m. per Freiburg, and 10½ p.m. per Moudon in 11½ hours, fare 12fr. 5c.

Yverdun (69½), 9½ a.m. per Payerne, in 8⅓ hours, fare 9fr. 10c. and 11fr. 4c.

Zurich (75), per Railway.

*Bernburg to

Alsleben (9½), 10.15 a.m., and 9½ p.m., in 2 hours, fare 12 sgr.

Aschersleben (13½,) 10 a.m., 3½ and 10½ p.m., in 2½ hours, f. 13 sgr.

Calbe (9½), 4½ p.m., in 2½ hours, returning at 7 a.m., fare 12sgr.

Connern (9½), 5.0 p.m., in 2 hours, fare 12 sgr.

Harzgerode (33½), 10 a.m., in 7 hrs., f. 43⅓ sgr.

*Bernburg to

Hettstadt (15⅔), 9⅔ p m., in 3½ hours, fare 22⅓ sgr.

Quedlinburg (32⅓), 10½ a.m., and 10 p.m., in 7½ and 6½ hours, fare 42 sgr.

*Besancon to

Chaux-de-Fonds, 6½ a.m. and 7½ p.m., in 7½ and 12 hrs., fare 13½fr.

Locle (94½), 6½ a.m. and 7½ p.m., in 6½ and 10½ hrs., fare 13½fr.

Pontarlier at 6 a.m. and 7 p.m., in 5 and 8 hours.

Vesoul at 6 a.m. in 6 hrs, fare 7fr. and 6fr.

*Biberach to

Memmingen (22), 7.15 a.m., in 4½ hours, fare 1fl. 35kr.

* Bielefeld to

Borgholzhausen (13½), 6½ p.m., in 3 hrs, return. at 7 a.m., f. 18 sgr.

Detmold (20⅔), 5⅔ p.m., in 3½ hrs., fare 27 sgr.

Halle (10½), 5½ a.m. and 6½ p.m., in 1⅔ hour, fare 13½ sgr.

* Biessenhofen to

Füssen (23), 8¼ a.m., in 4½ hours, fare 166kr.

Schongau (18½), 10½ a.m. in 3¾ hrs. ret. 4½ a.m., fare 72kr.

Bingen through Bingerbruck to

Berncastle (48½), 10½ p.m. from Bingerbruck in 9 hours, f. 63sgr.

Coblentz (39½), 1.45 and 10.50 a.m., and 10 p.m., in 6½ and 6 hours, fare 238kr.

Creuznach (9½), from Bingerbruck at 2.30 a.m., in 1½ hours, fare 12sgr.

Mayence (15⅔), 11.30 a.m., and 8½ p.m., in 3 hours, fare 74 kr.

Simmern (22), 10½ p.m., in 4 hrs., from Bingerbruck, fare 27 sgr.

Birkenfeld to

Baumholder (47½), 11 p.m., in 2½ hours; ret. at 12 noon, f. 11½sgr.

Berncastel (24½), 11½ p.m., in 6½ hours, fare 31½sgr.

Creuznach (41½), 2.0 and 10.45 p.m., in 8 hours, fare 2th. 4½sgr.

Birkenfeld to

Cusel (18½), 11 p.m., in 5 hours; fare 24sgr.

Kirn (20⅔), 2½ and 10.45 p.m. in 4 hours, fare 28½sgr.

Neunkirchen (25½), 1⅔ a.m. and 1½ p.m., in 4½ hours, fare 38½sgr.

Saarlouis (34⅔), 1⅔ a.m., in 6½ hours, fare 46sgr.

St. Wendel (14½), 1⅔ a.m., 1½ p.m., in 2⅔ hours, fare 22⅔ sgr.

Trier (34⅔), 2⅔ p.m., in 7½ hours fare 45sgr

Bischofsheim to

Heidelberg (67½), 6.30 a.m. & 9.30 p.m in 12⅔ hrs., fare 3fl.

Mergentheim (10½), 9.11 a.m., in 2 hour, fare 30 kr.

Miltenberg (33½), 5.26 p.m., in 7½ hours, fare 1fl. 42kr.

Wertheim (14½), 5 26 p.m. in 3½ hours, fare 54kr.

Wurzburg (18½), 5.50 a.m., in 3½ hours, fare 51kr.

Bitburg to

Aix-la-Chapelle, 11½ p.m., in 16 hours, fare 119 sgr.

Cologne, 11½ p.m., per Losheim, in 21 hours, fare 4th. 21½sgr.

Trier, 12½ & 12 night in 3½ hrs., fare 28 sgr.

* Blankenburg to

Brunswick (65), 6½ a.m. & 2½ p.m, in 6½ and 5 hrs., per Halberstadt.

Halberstadt (11½), 6½ a.m., 2½ p.m. in 1⅔ hour, fare 15⅔ ggr.

Hasselfelde (9½), 2.20 p.m., in 2½ hours, fare 14 ggr.

Nordhausen (26½), 2.20 p.m., in 5½ hours, fare 34½ ggr.

Walkenried, Monday & Thursday at 2.20 p.m., in 7½ hours

Blomberg to

Carlshafen (33½), 8.25 p.m., in 7 hours, fares 54 sgr.

Detmold (11½), 6 a.m., in 2½ hours fare 16⅔ sgr.

Hoxter (18½), 8.5 p.m. in 4½ hrs., fare 33½ sgr.

Horn, (7⅓), 9.55 a.m., in 1½ hour. fare 12 sgr

Paderborn (24½), 9.55 a.m. in 4½ hours. fare 31⅓ sgr.

Pyrmont (12½), 6.30 p.m., in 2½ hours, fare 19⅓ sgr.

Blomberg to

Rinteln (14½) 5 30 a m , in 4 hrs., fare 1th 1½sgr

***Bodenbach to**

Böhm Leipa (19½) 2 45 a.m. in 3¾ hours fare 2fls 38kr
Petersw alde (9) 1 1 m., in 2 hours fare 70kr
Rumburg (27¾), 2¾ a.m , in 5¾ hrs fare 3fl 36kr

*** Boizenburg to**

Lauenburg (6¾), 8 55 a m , in 1 hr , fare 1 sch •
Lunebu g (19½) 8 55 a.m , in 1½ hrs., fare 42½sch

Bologna to

Ferrara (32½) 11 a.m , in 5½ hours
Florence (74), at 5¾ p m in 13 hours fare 6fl
Modena (51) 8 a.m n Sundays Wednesdays and Fridays, in 4 hours, fare 2fl 36kr
Rome per Ancona 5¼ p m Sundays Tuesdays and Fridays in 78½ hours and n Mondays Wednesdays and Saturdays at 5¾ p m per Possemb in 54 hours, fare 46fl

***Bonenburg to**

Arolsen (15¾), 3½ and 8 p m., in 3¼ hours, fare 19½sgr.

Pyrmont (40½) 3 45 p m., in 8¾ hrs., fare 54 sgr
Stadtberge (11½) 8 p.m in 2½ hrs., ret. 5 a.m , fare 18sgr
Steinh im (26½), 3¾ p m in 5¼ h , ret. 12¾ p m , fare 36sgr

*** Bonn to**

Altenkirchen (22), 7¼ a.m in 5½ hours, fare 1th 7½sgr
Euskirchen (15¾), 6 p m in 3 hours, fare 21 sgr
Siegburg (6¾), 8 a m , 2½ and 7 p m. in 1¼ hours, fare 9sgr

Boppard to

Bingen (2¾), 4 p m , in 4¼ hours, fare 46sgr
Castellaun, 4¾ p.m. in 4¼ hrs ; ret. 4¾ a.m.

Boppard to

Coblentz (15½) 2 40 and 6 a m , and 4 10 p m , in 2 hours, fare 22 sgr
Mayence 6 45 a.m , and 4 p m , in 7½ hours fare 2th 7sgr
Simmern (20¾) 4¾ (in winter 5) p m , in 4¼ hours, fare 31½ sgr

Botzen to

Bregenz (179), 4 p m. Mondays Tuesdays Thursdays and Saturdays, in 30½ hours, fare 17fl 9kr
Brixen (26½) 8 a m and 1 and 10½ p m , in 5 hrs , fare 3fl. 4kr
Innsbruck (78½), 1 and 10½ p m , in 15 hours, fare 9fl 4kr
Landeck (98¼), 4 p m on Mondays Tuesdays Thursdays and Fridays and Briefpost daily, in 19½ hours fare 8fl 8kr
Mals (51½), 4 p m on Mondays Tuesdays Thursdays and Fridays in 10¾ hours, f 4fl 51kr
Meran (17) 5 a m , & 2 p m also on Mondays Tuesdays Thursdays and Saturdays at 4 p m , in 4 hours fare 1fl and 1fl 30kr
Saanders Mondays Tuesdays Thursdays, and Fridays, at 4 p m in 14¼ hours
Verona per Trente

*** Brandenburg to**

Belzig (22) 2½ p m , returning at 6 a m in 4½ hours fare 28½ sgr
Rathenow (19½), 9 a.m and 9 p m , in 3¼ hours, fare 25½ sgr

Bregenz to

Botzen (179), 7 p m on Mondays Tuesdays, Wednesdays, and Saturdays, in 38½ hours, fare 20fl. 32kr
Feldkirch (20¾), 7 p m , in 4 hrs , 7½ a m , in 3¾ hours, fare 2fl. 24kr , also 4 and 5 a m , and 3 p m in 3 hours, fare 1fl
Innsbruck (131¾), 7 p m , and 4 a.m , in 17¾ hrs, fare 15fl 12kr
Landeck (183¾), 4 a.m and 7 p m., in 18¾ hrs, fare 9fl 20kr.
Lindau (6¾), 11½ a m & 4 p m , in 1 hour
Rorschach, at 4½ a.m. and 5 p m , in 4 and 3 hours

*** Bremen to**

Bombay, 2nd and 16th of each month in 28 days, per Marseilles.
Bremerhafen (35¾), 11 p m., in 6½ hours, and 9 a.m , 3 and 10½ p m (returning 9 a.m. 3 and 8 p m) per omnibus
Calcutta, 9th and 25th of month, in the evening, in 36 days, per Marseilles
Hamburg, 6½ and 7 p m., in 12 hours, fare 3th 2½ggr
Harburg (63¾), 7 p m in 11 hours, fare 3fl 20ggr
Lingen (83½), 5 a.m , per Delmenhs in 14 hours, fare 3th 18½gr
Oldenburg (27¾) 8 & 11½ a m & 7 p m., in 4 hours, fare 1th 6gr
Osnabruck (82), 5 a.m per Delmenh and 6½ p m , in 14½ hours, fare 3fl 16½kr
Putzebuttel (Cuxhafen), 11 p m , in 13 hrs ret 3 p f 11½gr
Stade (57¾), 7½ p m , in 11 hours, fare 100ggr
Sycke (12¾) 12½ and 7 p m returning, at 6 a m , and 2 40 p m , in 2 hrs, fare 22ggr.

*** Brescia to**

Cremona, 6 a.m and 2 or 4 p m , in 5 hrs , fare 5l

*** Breslau to**

Frankenst in (36) 7½ a.m , in 8 hours fare 54 sgr
Glatz (56½), 7½ a m , in 11½ hrs fare 73½ sgr
Kalisch (74), 8½ p m in 15 hours, fare 100sgr
Krotoschin (49½) 9 a.m and 10½ p m , in 8½ and 9½ hrs , f 64½ sgr
Munsterberg (98) 8½ p m in 7½ h , Oels (18½), 7 30 a m , 2 8½ and 11 p m in 3 hours, fare 28 sgr
Ostrowo (58¾), 7½ a m and 8½ p m per Oels, in 10½ hrs., fare 76½ sgr

*** Bretten to**

Eppingen, 11 30 a.m and 6 0 p m , in 2½ hours, fare 40kr , returning 6 a.m and 2 0 p m.

Brieg to

Domo d Ossolo (35), 3½ a.m in 11½ hours, fares 14fr 15c. and 16fr 25c.
Sitten (50¾), 3 0 a.m , & 8 p m. in 6 hrs, fare 7fr 5c. and 8fr 70c

Brienz to

Meiringen (14½), 9 45 a.m. in 2 hours, fare 1fr 30c.

Brixen to

Botzen (26½), 8½ a m., and 5 0 p.m. in 5 hours, fare 184 kr,

Brixen to

Innsbruck (52), 3½ and 6 p.m., in 10½ hours, fare 6fl.
Klagenfurt (160¾), 10 a.m., in 31½ hours, fare 17fl. 24kr.
Spital (113½), 10 a.m. in 22½ hrs., fare 10fl. 37kr.
Verona per Trient.
Villach (136½), 10 a.m. 26½ hours, fare 12fl. 47kr.

Brody to

Lemberg (66), 7 p.m. in 12 hours, fare 7fl. 20kr.

*** Bromberg** to

Conitz (51), 8½ a.m., in 15½ hours, fare 67½sgr.
Fordon (8), 11 a.m., in 1½ hours, fare 10⅓ sgr.
Gnesen (55½), 10.0 a.m., in 11½ hours, fare 72 sgr.
Inowraclaw (26⅔), 8¼ & 11½ a.m., and 8 p.m., in 4½ hrs., f., 36 sgr.
Thorn (32½), 8.15 a.m., and 10 p.m. in 5¾ hours, fare 50⅔ sgr.
Tuchel (37) 8½ a.m., in 8½ hours, fare, 48 sgr.

*** Bruchsal** to

Graben (6¾), 10.35 a.m. in 1½ hrs., returning 8 25 a.m.
Waghäusel (14) 2 p.m., in 2.40 hours, fare 36 sgr., returning 7.0 a.m.

*** Bruck** to

Ischl (109¾), 4.15 p.m., in 23¼ hrs., fare 12fl. 40kr.
Judenburg (39¾), 11½ p.m., in 8¼ hours, fare 272 kr.
Klagenfurt, (104½), 6 a.m., in 21 hours, fare 720 kr.
Salzburg (142½), 4½ p.m., in 31½ hours, fare 992 kr.

*** Brugg** to

Basel, 3.40 and 9.10 p.m., in 3¾ and 6¼ hours, and 8.55 a.m. per Waldshut, in 5½ hours.
Waldshut (17), 8.55 a.m. in 2½ hours, fare 2fr. 70c.
Zurzach at 7 a.m., and 5.40 p.m., in 2½ hours, returning 7.50 a.m., and 6 p.m.

*** Bruhl** to

Euskirchen, (13½), 7½ and 10 a.m., 3.45 and 7 p.m., in 2¼ hours; fare 18 sgr.
Lechenich (6¾), 7½ p.m., return. 6¾ a.m. in 1½ hour; fare 9sgr.
Trier (94½), 7.15 a.m. and 7 p.m., in 20½ hours, fare 154 & 143sgr.

*** Brunn** to

Iglau (53½), 6½ p.m. in 10½ hours, fare 6fl. 24kr., 6½ a.m. in 12¾ h., fare, 3fl. 35kr.
Olmutz (46), 6 a.m. and 12 noon, in 9½ hours, fare 3fl. 18kr.
Znaim (41½), 6½ a.m. and 8 p.m. in 7½ hrs., fare 2fl. 42kr.

Brunnen to

Arth (17), 8.30 a.m. in 2 hours, fare, 2fr. 40c.
Einsiedeln (30½), 9½ a.m. and 5¼ p.m., in 4½ hours., fare 4fr. 30c.
Lachen (20½) 9½ a.m., and 5¼ p.m., in 5½ hours, fare, 5fr. 65c.
Lucerne (37½), 7.40 and 9½ a.m., 2 and 4.55 p.m. by Steamer, in 2 hours, fare 3 fr. 10 c.
Uznach (52), 9½ a.m. in 6½ h., f. 7fr. 90c.

*** Brunswick** to

Gifhorn (15¾), 8½ p.m, on Sundays and Thursdays f., 15ggr.; 8½ p.m. on Tuesdays & Fridays in 2¾ h., fare 21ggr.
Konigslutter (14) 8 a.m., and 6 p.m., return. 7 a.m., & 4½ p.m., in 2½ hours, fare, 15ggr.
Uelzen (49½), 8½ p.m. on Tuesdays and Fridays, in 9 hrs., f. 64½ ggr.
Vorsfelde (19½), 5 p.m. in 4 hrs., fare 23¾ ggr.
Wartjenstedt (22), 6 (in winter 5) p.m. in 4 hours, fare 24 ggr.

Buchau to

Riedlingen (10½), 9.40 p.m. in 2 h., fare 45kr.
Schussenried (5½), 9.50 a.m. and 6½ p.m. in 1 hour, fare 25kr.

***Buchloe** to

Landsberg (7½), 3½ p.m. in 1½ h., ret. 9½ a.m., fare 24kr.
Memmingen (27½), 8 a.m. in 6 h. fare 1 fl. 57 kr.

*** Buckeburg** to

Barntrup (23), 1½ p.m. in 4¾ hrs., fare 35sgr.
Carlshafen (65), 1½ p.m. in 13¾ hours, fare 98sgr.
Detmold (35¾), 10 a.m. in 6¾ h., fare 42sgr.
Hameln (19½), 1½ p.m. in 3½ hrs., fare 32sgr.
Lemgo (24½), 10 a.m. in 4¾ hrs., fare 31½sgr.
Obernkirchen (3½), 9½ a.m. and 4½ p.m. in ¾ hour, fare 5sgr.
Oldendorf (11½), 1½ p.m. in 2½ h., ret. 8.20 a.m. fare 18¾sgr.
Pyrmont (33½), 1½ p.m. in 6¾ h., fare 45½sgr.
Rinteln (6¾), 10 a.m. 1½ and 6½ p.m. 1½ hour, fare 10sgr.

Budingen to

Giessen (38½), per Niederwöllstadt, in 7½ hours
Hanau (18), 5.0 a.m., in 3½ hrs.; fare 1fl.
Niederwöllstadt (16½), 8½ a.m. & 3½ p.m, in 3½ hours; fare 1fl.

*** Budweis** to

Iglau (121), 11 a.m. per Beneschau in 24 hours, fare 14fl.
Klattau (66), 8 p.m., on Tuesdays, Thursdays, and Saturdays, and Briefport daily in 12¾ hours
Krems (74), 5 a.m., in 14¾ hours, fare 5 fl. 20 kr; returns 5 a.m.
Linz (61½), 2 p.m., in 12¾ hours, fare, 7 fl. 4 kr.
Pilsen (91) 8 p.m. Tuesday, Thursday, and Saturday, in 21 hours, fare 10fl. 32 kr.
Prague (91), 11 a.m., in 17 hours, per Tabor, fare 10 fl. 24 kr.
Stockerau (Vienna) (103), 6½ a.m. per Horn, Monday, Thursday, and Saturday, in 20½ hrs., fare 11fl. 36 kr.; also 5 a.m. daily per Courier Post, in 21½ hours, fare 7fl. 56 kr.

Bukarest to

Hermannstadt, 6 p.m., Tuesday, and Saturday, in 46 hours
Kronstadt, 6 p.m., Sunday, Monday, Wednesday, Thursday, and Friday, in 26 hrs., and on Tuesday and Friday, at 8 p.m in 30 hours

Bukarest to

Orsova, 6 p.m., Sunday & Thursday in 73 hours

*** Buke to**

Driburg (4½), 2.15 and 7½ p.m. in 1 hour, fare 6sgr.
Höxter (24½), 2.15 and 7½ p m. 4¾ hours, fare 36⅔sgr.
Steinheim (20½), 2½ p.m. in 4⅝ h., ret. 2⅝ a.m., fare 25sgr.

*** Bunzlau to**

Friedeberg (28½), 10¾ a.m. in 6¼ hrs., fare 37½sgr.
Gnadenberg (2½), ⅝ p.m., in 20 min., fare 3sgr.
Hirschberg (33½) 4½ a.m. and 5 p.m , in 7½ hours, fare 43½ sgr.
Lauban (18½), 10⅝ a.m., in 4½ hrs., returning 10½ p.m., fare 24sgr.

*** Burxdorf to**

Liebonwerda (5⅓) 9½ & 10½ a.m., 5½ & 10¾ p.m., in 1½ hour, fare 7½ sgr.
Mühlberg (4½), 10¾ a.m., in ⅝ hour, fare 6sgr.

*** Butzbach to**

Laubach (18½), 6½ p.m. in 3½ h., returning 4½ a.m., fare 1fl. 8kr.
Lich (9), 6½ p.m. in 1⅝ hour, ret. 6.25 a.m., fare 36kr.

*** Camen to**

Lünen (7½), 9½ p.m. in 1½ hours, fare 10½sgr.

*** Camerlata to**

Bellinzona (58½), 7½ a.m., and 4⅝ p.m., in 7½ hrs., fare 8fr, 70c. and 10fr. 60c.
Chiavenna, 9 a.m., 5½ p.m. in 7 hours, fare 7fr. 80c.
Chur (82½) 9 a.m., 5½ p m., in 22 hours, fare, 26 fr.
Lugano (38⅝), 7½ a.m., and 4⅝ p.m., in 3½ hours, fare 4fr. 50c. and 5fr. 40c.
Luzern (222), 7½ a.m., & 4⅝ p.m., in 25½ hours., fare 36fr. 80c. and 42fr. 70c.

*** Camens to**

Bautzen (17½), 3½ a.m. in 3½ hrs. fare 15ngr.
Radeberg (13½) 5 a.m. and 1 p.m. in 3 hours, returning 7 a.m. and 8 p.m., fare 12ngr.

***Cannstadt to**

Aalen (44⅝), 9.35 p.m. in 8½ hrs.
Backnang (15⅝) 9.48 a.m. in 3½ hours, returnin 10.57 a.m.

*** Cannstadt to**

Gmünd (30), 9.35 p.m. in 6 hours
Schorndorf, 9 a.m. and 9.35 p.m. in 3 hours, returning 3 28 a.m. and 2 p.m.

*** Carlsbad to**

Eger (28⅞), 7⅜ a.m., in 4½ hrs., fare 3fl. 20kr.
Franzensbad (32½), 7½ a.m., in 6 hours, fare 3fl. 44kr.
Hof (58⅞), 7⅜ a.m., in 12⅜ and 12 hours, fare 6fl. 48kr.
Marienbad (25½), 8½ a.m., in 5½ hours, fares 3fl. 4kr. In Winter 12 noon, in 5¾ hours.
Prague (78½), 1 and 6½ p.m. in 15½ hrs., fare 9fl. 52kr.
Schwarzenberg, 8½ a.m and 7½, and 10½ p.m , in summer only, in 7½ hours, fare 4fl. 12kr.
Teplitz (60), 6 a.m., in 12½ hours, fare 6fl. 56kr.

*** Carlshafen to**

Barntrup (38), 9¾ p.m., in 8 hrs., fare 63 sgr.
Blomberg (33½), 9¾ p.m., in 6¾ hours, fare 54 sgr.
Buckeburg (63¾), 9¾ p.m. in 12½ hours, fare 98¾sgr.
Detmold (44⅞), 9¾ p.m., in 10 hrs., fare 61sgr.
Hoxter (13½), 7¾ a.m., and 9¾ p.m., in 2½ hours, fare 21 sgr
Pyrmont (32⅓), 9¾ p.m., in 6½ hrs., fare 48½sgr.
Rinteln (52), 9¾ p.m., in 11 hrs., fare 87½sgr.

*** Carlsruhe to**

Landau (20¾), 5½ a.m., and 2½ p m., in 4 hours
Pforzheim (18½), 6½ and 9.10 a.m. and 1.50 p.m., in 2½ hours.

*** Carlstadt to**

Hammelburg (15⅝), 5½ p.m. in 3 hours, returning 5¾ a.m.

*** Casarsa to**

Nabresina, 11½ a.m., in 10 hours, fare, 4 fl.
Udine (23) 11.35 a.m. and 7½ and 11½ p.m., and 12½ night, in 3½ hrs. fare 2fl. 10kr.

*** Cassel to**

Arolsen (28⅞), 5.43 a.m., per Warburg, in 5½ hours
Eisenach (57⅝), 8 p.m. per Eschwege, in 13½ hours, fare 83⅝ sgr.
Eschwege (39½), 8½ a.m., per Munden, & 8 p.m., per Bischhausen. in 8½ and 6⅝ hrs., fare 40½sgr.
Fulda (68), 5.10 a.m. and 6½ p m. in 8½ & 10 hours, fare 78⅝ sgr.
Heiligenstadt (35⅝), 8½ a.m., in 9¾ hours, per Munden
Hersfeld (42½), 5.10 & 11.10 a.m., and 6½ p.m , in 4, 5, and 6⅝ hrs., by Bebra, per Railway
Meiningen (77½), 5.10 & 11.10 a.m., per Railway, in 4½ & 6½ hours
Mühlhausen (51), 8 p.m., per Bischhausen, in 13 hours, fare 67½ sgr.
Nordhausen (68), 8½ a.m., in 17 hours, per Munden.
Schmalkalden (68), 5.10 a.m. per Frottstedt, in 10 hrs., 11.10 a.m., per Weraskrode, per Railway
Vockerhagen (15⅞), 6 a.m., Monday, Wednesday, and Saturday, returning 3½ p.m. also Sunday, Tuesday, Thursday and Friday, 4 p.m., in 3⅝ hrs, ret. 6 a.m., fare 17½ sgr.
Volkmarsen, 4 p.m., in 5⅝ hours, returning at 2 a.m., fare 28⅝ sgr.
Wanfried (46), 8½ a.m., per Munden in 13 hours; also 8 p.m per Bischhausen, in 9 hours, fare 49½ sgr.
Witzenhausen (22), 8½ a.m., and 5⅝ p.m., in 4 hours, per Munden; 8 p.m. per Helsa, in 5½ hours fare 28½ sgr.
Wolfhagen, 4 p.m., in 3¾ hours, returning at 4 a.m., fare, 19⅝ sgr

*** Celle to**

Gifhorn (25½), 12½ p.m., returning at 4.15 a.m., in 5 hrs., f., 34 sgr.
Harburg (67½), 9 p.m. in 12 hrs, fare 3 th. 24 sgr.
Verden (51), 9 p.m. per Walsrode, in 9¾ hours, fare 2 th 28 sgr.

Chambery to

Geneva, 6.5 a.m. and 2.45 p.m., per Culoz, in 5⅝ and 4½ hours
Lyons, 2⅝ p.m., in 4½ hours.
Susa, 12.40 p.m. in 14 hours.
Turin 12.40 p.m., in 19¼ hours, fares 34 fr., and 37 frs. 35 cts.

Chamouny to

Baths of St. Gervais (Savoy,) (50), three *Chars* daily to Sallenches, to meet Diligence
Geneva, three *Chars* and Diligences daily.

* Chemnitz

Annaberg (22½ , 6 a.m., 5.0 p.m., & 12½ night, in 5 hours, f., 28⅔ & 24 ngr.

Borna (33¼), 8 p.m., in 6½ hours
Dresden (46), 6½ and 11½ a.m., & 10⅔ p.m., in 8½ and 9 hours, fare 62 ngr.

Freiberg (24), 6½ & 11½ a.m., 5½ & 10⅔ p.m., in 4½ hours, fare 26 ngs.
Hainichen (14⅓), 7½ a.m. & 7 p.m. in 3 & 3½ hours, fare 16 ngr.

Leipsic (49½), 8 p.m., in 9 hours, fare 54 ngr.
Lengefeld (19½), 5½ p.m., in 5 hrs. returning 3 a.m., fare 21 ngr.

Limbach (7⅔), 8½ a.m., and 5 p.m., returning 5½ a.m., & 1½ p.m., in 1⅔ hour, fare 9 ngr.
Marienberg (19½), 6 a.m. & 4 p.m., in 4 & 4½ hours, fare 21 ngr.
Meissen (39½), 7½ a.m. per Nossen, in 9 hours, fare 38 ngr.
Oederan (12⅕); 6½ & 11½ a.m., 5½ & 10⅔ p.m., in 2½ hours, returning 2.40 & 8.20 a.m., 2 and 8 p.m.; fare 14ngr.
Schneeberg (25), 6½ a.m. and 4⅔ p.m., in 5⅔ hours, fare 28 ngr.
Tharant, 6½ & 11½ a.m., & 10⅔ p.m., in 7½ hours, fare 42 ngr.
Zschoppau (10), 6 a.m., 1 & 4 p.m., returning 5 & 9 a.m., and 3.35 p.m., in 2½ hrs., fare 11ngr.

Chiavenna to

Chur (Coire,) (87⅔), 2 a.m., and 5½ p.m., 13½ hours, fare 18frs. 20c.
Colico, 8½ a.m., and 11½ p.m.; in 3½ hours, fare 4 lire.
Milan, 8½ a.m., & 11½ p m., in 10 hours, fare 12fr. 40c.
Samaden (54½), 6 a.m., per St. Moritz, in 10 hours, fare 9 fr. 60c.
Splugen, 2 a.m., and 5½ p.m., in 7⅔ hours, fare 9fr. 65c.

Chur or Coire to

Bellinzona (77), 9½ a.m., and 6½ p.m., in 16 hours, fare, 24 frs. 40 c. & 28 rs.

Chur or Coire to

Ilanz (31½), 7 a.m., in 4 hours, returning at 12 noon, f., 4f. 40c.
Kublis (32½), 8.10 a.m., & 4 p.m., in 3½ hours, returning 5⅔ a.m., and 1.40 p.m., fare 3fr. 80c., in Summer; 3fr. 15c. in Winter.
Milan (203½), 9½ a.m., 6.15 p.m. in 24⅔ hrs. fare 30fr. 60c.
Ragaz (19½), per Railway.
Rapperschwyl per Railway.
Rorschach per Railway.
Silvaplana (67½), 6 a.m. in 11 hours, returning at 8.45 a.m., fare 9fr. 60c.
St. Gallen per Railway.
Splugen (32), 9½ a.m., & 6½ p.m. in 7 hrs., fare 9fr. 80c. and 11fr. 35c.
Samaden, 6 a.m., per St. Moritz. in 13 hours, fare 12fr. 76c.
Truns (48½), 7 a.m. in 7 hours, returning 9.20 a.m.; fare 6fr. 80c.
Uznach per Railway.
Wesen per Railway.
Zurich (82), per Railway.
Zuz (46) 6 a.m., returning 6 a.m. in 14½ hours, fare 16fr. 10c., in summer, and 12fr. 25c. in winter.

Cleves to

Crefeld (39½), 8½ a.m., & 10½ p.m., in 6½ hours, and 6 a.m., per Moers, in 7½ hours, fare 70sgr. and 59½sgr.
Emmerich (5½), 6 & 10 a.m., and 2 and 6½ p.m., in 1½ hour, fare 10½ sgr.
Nymegen (13½), 6 a.m., in 2½ hours, fare, 18 sgr.

Coblentz to

Aix-la-Chapelle (106½), 3⅔, p.m. per Losheim, in 24 hours, fare 163sgr.
Altenkirchen (32½), 7½ a.m., & 6⅔ p.m., in 6⅔ hours, fare, 49sgr.
Bingen (39½), 3 a.m., and 2 p.m. per Bingerbruck, in 6 hrs., fare 2th 8sgr.
Boppard (13½), 2 p.m., in 2 hours
Dierdorf (17), 7½ a.m., and 6⅔ p.m., in 4 hours, fare 26½sgr.
Ems (11½), 7½ a.m., & 9½ p.m., in 2 hour, fare 20 sgr.

Coblentz to

Frankfurt-on-Maine (76½), 2, p.m. in 17⅔ hours; also 7½ a.m., & 9½ p.m. per Wiesbaden, in 12½ hours; Briefpost daily in 15 hours, fare 93 sgr.
Giessen (65), 6½ a.m., and 5 p.m., in 13⅔ hrs, fare 89 & 98sgr.
Limburg (27⅔), 6½ a.m. and 5 p.m. in 5½ hours, fare 39 and 42 sgr.
Linz (25⅔) 4.0 p.m., in 5 hours, fare 33 sgr.
Losh (66) (Aix-la-Chapelle), 3⅔, p m., in 13½ hours, fare 98sgr.
Mayence (55½), 2 p.m., in 9½ hours, fare 89sgr.; and 3 a.m. in 12 hours.
Mayen (18½), 3⅔ & 5½ p.m. in 3½ hours, and 8 a.m. per Polch, in 4 hours, fare 24sgr.
Münstermaif (18½) 4 p.m., in 3½ hours, fare 25½sgr.
Neuwied (11½), 4 p.m., in 2½ hrs., fare 15sgr,
Schwalbach (38), 7½ a.m., and 9½ p.m., in 7 hours, fare 60½ and 66, sgr.
Siegen (67½), 7½ a.m. and 6⅔ p.m. in 14 hrs., fare 101½sgr.
Simmern (35½), 2 p.m., in 6⅔ hours, fare 53½sgr.
Trier (70½), 8 a.m., and 3⅔, p.m., in 14½ hours, fare 106⅔ sgr.
Wetzlar (55½), 6½ a.m., and 5 p.m., in 11⅔ hours, fare 75 and 84sgr.
Wiesbaden (48½), 7½ a.m., and 9½ p.m., in 9½ hours, fare 77⅔ and 86 sgr.

* Coburg to

Gera (76½), 5.56 and 10 a.m., in 17½ and 20½ hours, fare 5fl. 57kr.
Heldburg, 8 p.m., returning 4 a.m., in 3⅔ hours
Lichtenfels, per Railway
Rodach (11½), 8 p.m., returning 8½ a.m., in 2 hours, fare 53kr.

Colico to

Camerlata, 3 a.m. and 12 noon, per steamer.
Chiavenna 1 and 9½ p.m., in 3 hours; fare 1fl. 20kr.
Como, 3 a.m. and 12 noon in summer only, in 3 hrs.; fare 2fr. 25c.
Lecco, 3⅔ a.m., in 5 hours, fare 2fl. 23c.
Sondrio, 2 a.m. and 12 noon, in 4½ hours; fare 1fl 50kr.

*** Colmar to**

Freiburg in Breisgau (32½) 3 p.m. in 6 hours
N. Breisach, 6 a.m. and 3 & 5 p.m. in 2 hours.

*** Cologne to**

Bensberg (9¼), 6¾ a.m., 4, & 8 p.m., in 2 hours, fare 12, 14, & 16sgr.
Coblentz, 10½ p.m. in 8½ hours, and per Railway.
Gumersbach (35¾), 6¾ a.m. & 8.0 p.m., in 6½ & 8 hours, fare 61 sgr.
Julich (26½), 4½ p.m., in 4½ hours, fare 28¾ sgr.
Lennep (24½), 6 a.m. and 5½ p.m. in 5½ hours, fare 36½ sgr.
Olpe (48½), 6¾ a.m. & 8.0 p.m., in 10½ and 8½ hours, fare 86 sgr.
Siegen (68), 6¾ a.m., and 8 p.m., in 15¾ & 11 hrs, fare 103½ sgr.
Trier (109¾), 5 a.m., per Losheim, in 22 hours, and 6½ a.m. per Neuwied, in 14½ hrs, f. 5th. 14½sgr.
Wipperfürth (27¾), 6 p.m., in 5½ hours ret. at 3¾ a.m., fare 36sgr.
Wevelinghofen (22), 5½ p.m., in 3¾ hours, returning 5 a.m., fare 23¾sgr.

Como to

Camerlata (2½), 7 and 11.50 a.m. and 7 p.m., in ½ hour
Colico, 9 a.m., and 5.30 p.m., in 3½ hours, per steamer.
Lecco (20¾), 2½ p.m., in 5 hours, fare 1f.

*** Conegliano to**

Belluno (32½), 7½ p.m. in 8 hours; fare 2f. 40krs.

Constance to

Amriswell, 5.35 a.m. in 2 hours, fare 1f. 90rp.
Donausching (46), 11.40 a.m., in 9½ hours, fare 4 fl.
Frauenfeld (51), 3.40 a.m., in 3½ hours, fare 3f. 30rp.
Freiburg (86), 11.40 a.m., in 16¾ hours, fare 7fl. 24kr.
Friedrichshafen, 7 and 11½ a.m., and 3¾ p.m., per steamer in 2 hours.
Ludwigshafen, 9½ a.m., per steamer in 2¾ hours.

Constance to

Müllheim (15¾), 4.15 p.m., in 2 hours, returning 7.25 a.m., fare, 1f. 70rp.
Offenburg (103), 11.40 a.m., in 20 hours, fare 7fl. 19kr.
Romanshorn (11¼), 2¾ p.m., in 2 hours, fare 2 fr. 15 rp.
Rorschach (35), 5½ a.m., and 2¾ p.m., in 5 hours, fare 3fr. 60rp.
Schaffhausen (32), 3.40 a.m., in 4¾ hours, and 6 p.m., per Singen, in 5½ hours; fare 4 fr. 60 rp.
St. Gallen (37½), 5.35 a.m., per Amriswell, in 5 hrs., & 2¾ p.m., per Romanshorn, in 5½ hrs., fare, 3f. 90 rp. and 4f. 20rp.
Stockach (24½), 10 a.m., Wed. 11 a.m., in 4½ hours, per steamer
Weinfelden (7¾), 4.15 a.m., in 2 hour, fare 1f. 60rp.
Zurich (40), 3.40 a.m., per Frauenfeld, in 5½ hours; 4 15 a.m., per Weinfelden, in 4½ hrs.; and 4.15 p.m., per Mullheim, in 5½ hours.

Corbach to

Arolsen (11½), daily, at 7 a.m., and on Sunday, Monday, Wednesday and Friday, at 6 p.m., in 2¾ hours, fare 15sgr.
Frankenburg (16½), Sunday, Monday, Wednesday & Friday, at 6½ a.m., in 3½ hours, fare 21sgr.
Marburg (37), Sunday, Monday, Wednesday and Friday, at 6½ a.m., in 8½ hours, fare 48sgr.
Wildungen (22), Monday, Tuesday, Thursday and Saturday. at 7½ a.m., in 4¾ hours, returning at 3 p.m.; fare 28½sgr.

*** Cothen to**

Aken (7½) 9 a.m. and 8 p.m., in 1¾ hour, fare 8¾ sgr.

Cottbus to

Bautzen (46), 9 p.m., in 9½ hours, fare 61sgr.
Berlin (82), 7½ a.m., in 14½ hours, fare 106½sgr.
Dresden (83¾), 2½ p.m., in 12¾ hrs., fare 76½sgr.
Finsterwalde (31¾), 7½ a.m., in 6½ hours, fare 40½sgr.
Guben (25½), 7¾ a.m. and 9 p.m and 12¾ night, in 4 hours, fare 31½sgr.
Luben (27¾), 7½ a.m. and 6½ p.m. in 4¾ hours, fare 36sgr.
Sommerfeld (31½), 5¾ p.m., in 7 hours, fare 40½sgr.
Spremberg, (13½), 6½ a.m., 2½ & 9 p.m., in 2¾ hours, fare 18sgr.

Crailsheim to

Ellwangen (14), 8½ p.m., in 2¾ hours, fare, 1fl.
Hall (19¾), 4½ a.m. and 6 p.m., in 3½ and 4½ hours, fare, 1fl. 25kr.
Heilbronn (49), 4½ a.m. and 6 p.m., in 11 and 12¾ hours, fare, 3fl. 30kr.
Mergentheim (42), 4½ a.m., in 8¾ hours.
Nurnberg, 3½ a.m., per Wasserstruding, in 7¾ hours.

*** Crefeld to**

Breyel (17), 5.40 p.m., ret. 6¼ a.m., in 2¾ hours, fare 22½ sgr.
Cleves (39¼), 11½ a.m., and 10 p.m., in 7 hours, fare 59½ sgr.; 1 p.m., per Moers, in 7¼ hours, fare 70 sgr.
Kempen (7½), 9½ a.m. & 5.40 p.m., in 1½ hour, fare 10½ sgr.

Cremona to

Brescia (43¾), 3, in winter 1 or 2 p.m., in 6¼ hours, fare 4 l.
Mantua (51), 6 a.m., in 7½ hours, fare 8 lire.
Milan (62½), 7½ and 9 p.m., per Lodi, in 9 hours, and per Treviglio
Parma, (51) 8 a.m., per Casalm, in 11½ hours, fare 10 l. 85 c.
Treviglio (41½), 10 p.m., in 7¾ hrs. fare 9 l.

Creuznach to

Alzey (17), 5 a.m., per Wöllstein, in 3½ hours, fare 24½ sgr.
Bingerbrück, 8 p.m., in 1½ hrs., fare 14 sgr.
Birkenfeld (42½), 5½ a.m. and 5 p.m., in 8 & 8½ hours, f. 55½ sgr.
Kaiserslautern (34¼), midnight in 7½ hours, fare 39 sgr.
Kirchberg (28¾), 4½ p.m., in 5½ h., ret. 4 a.m., fare 37½ sgr.
Meisenheim (15¾), 5 p.m., per Waldböckelh, in 4½ hours, fare 21 sgr.
Metz (Paris), 5½ a.m. and 5 p.m., in 18½ and 19 hours, per Neunkirch; 12 night in 14 hours, per Kaiserslautern
Münster (2½), 2½ a.m. & 7 p.m., in summer only, in ½ h., fare 5 sgr.
Neunkirchen, 5½ a.m. and 5 p.m. in 13½ hours fare 3th. 13½sgr.

Creuznach to

Ostliofen (28¾), 5 a.m., in 5¾ h., fare 36½ sgr.
Saarbruck. (82), 5½ a.m., and 5 p.m., per Neunkirch, in 15½ & 17 hours, and 12 night, per Kaiserslautern, in 11½ hours.
Saarlouis (77½), 5 p.m., in 15½ hours, fare 3th. 20½sgr.
Simmern (23), 5 p.m., in 4 hours ret. 5½ a.m.; fare 1th.
Trier (85½), 5½ a.m. per Birkenfeld, in 15 hrs, 5 p.m. per Kirn, in 16 hours, and 8 p.m per Bungerbruck in 19 hours.

Crossen to

Frankfort-on-the-Oder (32½), 12 noon, and 11 p.m., in 6 hours, fare 1 th 12 sgr.
Glogau (56), 5 a.m., in 10 hours fare 2 th., 12 sgr.
Grunеberg (19½), 5 a.m., and 7 p.m., in 3½ hours, fare 25½
Guben (18½ , 7½ p.m., in 5 hours, fare 24 sgr.
Schwiebus (27) 5 a.m, in 6½ hours, fare 1 th 4½ sgr.
Sommerfeld (22), 7 a.m., in 4½ hours, fare 28½ sgr.

Custrin to

Berlin (53½), 9 p.m., in 8½ hours, fare 69 sgr.
Konigsberg (33½), 4 a.m., in 7 hours, fare 42 sgr.
Pyritz (47½), 4 a.m., and 12½ p.m. in 7½ hours, fare 60 sgr.
Wrietzen (26½), 12 noon and 9 p.m., in 4½ hours, fare 36 sgr.

Dantzic to

Coslin (123½) 2 a.m. in 21½ hrs., and 5 p.m. in 18½ hours; fares, 6 th. 5½ sgr., and 7 th. 2 sgr.
Stolp (82), 2 a.m., in 14 hours. and 5 p.m. in 11½ hours, fare 144 sgr. & 124 sgr.

*** Darmstadt to**

Erbach (32½), 7½ a.m., in 4½ hours, per Brensbach, & 5½ p.m. per Dieberg, fare 1 fl. 34 kr. & 1 fl. 52 kr.
Gernsheim, 4.0 p.m., in 2½ hours, returning at 5½ a.m.
Michelstadt (28½), 7½ a.m., in 4½ hours, & 5½ p.m. per Dieburg; fare 1 fl. 49 kr. and 1 fl. 30 kr.

*** Demmin to**

Anclam (32½) 4 and 9½ p.m., in 5½ hours, fare 42 sgr.
Rostock (41) 6½ a.m., (in winter 6½ a.m.) in 8½ hours, fare 54½ sgr.

***Dessau to**

Zerbst (12½), 10½ a.m. and 4.0 p.m., in 2½ hours, fare 13½ sgr.

Detmold to

Bielefeld (19½), 7 a.m., in 3½ hrs., fare 27 sgr.
Blomberg (11½), 5½ p.m. in 2½ hours, fare 16½ sgr.; also at 3½ p.m. per Horn, in 3 hours, fare 19½ sgr.
Buckeburg (33½). 10 p.m., in 7 hours, fare 42 sgr.
Carlshafen (44½), 5½ p.m., in 10 hours, fare 61 sgr.
Herford (17), 1 p.m., in 3 hours, fare 22½ sgr.
Horn (5½), 11 a.m., & 3½ p.m., in 50 minutes, fare 7½ sgr.
Hoxter (31½), 3½ and 5½ p.m., in 6 and 7½ hours, fare 41½ sgr.
Lemgo (10½), 8½ a.m., and 10 p.m., in 2½ hours, fare 10 sgr.
Paderborn (19½), 11 a.m., in 3½ hours, fare 27 sgr.
Pyrmont (26½), 3½ p.m. per Horn in 5½ hours, fare 37½sgr.
Rinteln (26½), 10 p.m., per Lage in 6½ hours, fare 33sgr.
Steinheim (12½), 3½ p.m., in 2½ hours, returning at 10 a.m., fare 16½sgr.

*** Dietendorf to**

Arnstadt (7½) 9.45 a.m., and 6.30 p.m., in 1½ hour, fare 3 sgr.
Rudolstadt (7) 9.45 a.m., in 7½ hours, fare 35½sgr.
Saalfeld, 9.45 a.m., in 11 hours

*** Dirschau to**

Pr. Stargard (15½), 6½ a.m., in 2½ hours, fare 19½ sgr.

Doberan to

Rostock (9½) 8 a.m., and 1.40 p.m., in 1½ hour.
Wismar (24½) 12.45 p.m., in 3½ hours.

Domo d'Ossola to

Arona (57½) 10.0 p.m., in 7 hrs., fare 8fr.
Brieg (65), 7 a.m., in 12 hours, fare 14f. 15c. and 16f. 25c.
Milan (136½), 10.0 p.m., in 16 hours, fare 16f. 70c.
Sitten (52), 7 a.m., in 19 hours, fare 21f. 20c. and 24f. 95c.

Donauesching to

Constanz (50½) 9.47 p.m. in 8½ hours, fare 4fl.
Freiburg (39½), at 4.40 a.m. and 9.24 p.m., in 7½ hours, fare 204kr.
Hornberg (32½), at 7½ a.m. and 9.45 p.m., in 5 hours, fare 105 kr.
Offenburg (61½), at 7½ a.m. and 9.45 p.m., in 10½ hours, fare 199 kr. and 279 kr.
Schaffhausen (24½), 5.0 a.m., in 4½ hours, fare 126 kr.
Stockach (28½), at 9.47 p.m., in 5½ hours, fare 142 kr.

*** Donauworth to**

Dillingen (17), at 7½ a.m., and 3 p.m., in 3½ hours, returning at 7 a.m. and 3 p.m., fare 120 kr.
Ingolstadt (34½), at 12½ p.m., in 7½ hours, fare 240 kr.
Neuburg (20½), at 12½ and 3 p.m., in 4 hours, fare 144 kr.
Pappenheim (23), 8 a.m., in 6½ hours, ret. 6 a.m., fare 100 kr.

*** Dortmund to**

Bork, (11½), 4½ p.m., returning 5.10 a.m., in 2½ hours; fare, 16½ sgr.
Lunen (8) 9.30 a.m. and 4.30 p m., in 1½ hour; fare 10½ sgr.
Werne 4½ p.m., in 2½ hours, returning at 4.55 a.m., fare 18 sgr.

*** Dresden to**

Altenberg (25), 7 a.m., in 6 hours fare 28 ngr., ret. at 9. 0 a.m., in 5½ hours
Annaberg (58), at 7½ a.m., per Tharant, in 13½ h., fare 76½ ngr.
Camenz, 6 a.m. and 6½ p.m., in 4 hours, per Radeberg
Chemnitz (47), 7½ a.m., 2 and 8½ p.m., in 8½ hours, fare 62 ngr.
Cottbus (63½), 10½ p.m., in 12½ hours, fare 70½ngr.
Freiburg (23), 7½ a.m., 2, 4, and 8½ p.m., in 4 hours, fare 30 ngr.
Marienberg (51), at 7½ a.m. per Freiburg in 12 hours, and 11 a.m. in 14½ hours, fare, 67ngr.
Meissen (13½), 10 p.m. in 2½ hours, and per Niederau, fare, 10 ngr.
Neustadt, 6 a.m. and 6½ p.m. in 3½ hours, per Fischbach
Nossen (22½), 12 noon, and 6 p.m. in 4½ hours, fare 20 ngr.
Radeburg (13½), 4 p.m., in 2½ hours, fare 11 ngr. ret. 6 a.m.

***Dresden to**

Spremberg (49½), 10½ p.m., in 10½ hours, fare, 55½ ngr.

Waldheim (35½), 12 noon, in 7½ hours, fare 40 ngr.

Driburg to

Buke, (4½), 6 a.m. and 1½ p.m., in ½ hour, fare 6 sgr.

Höxter (20¾), 3½ and 8½ p.m. in 3 hours, fare 29¾ sgr.

Paderborn, (12½), 6 a.m., and 1½ p.m., per Buke, in 2½ or 3 hrs.

Steinheim, (15½), 3½ p.m., returning at 3 a.m., in 3½ hrs., fare 18 sgr.

Duisburg to

Mulheim-on-Ruhr, 7.40 and 10.5 a.m.; 1.0, 6.0, 6.15, and 10¼ p.m., in 1 hour, fare 8½ sgr.

Ruhrort, 10.20 a.m.; 6.20 and 11.20 p.m., in ½ hour, fare 3 and 4½ sgr.

***Dusseldorf to**

Essen (23), 8 a.m., and 6.20 p.m., in 4½ hours, fare 30 sgr.

Mettmann (11½), 5½ p.m., in 2 hrs. fare 13½ sgr.

Ratingen (6¾), 8 a.m., 6, 6.20 & 7½ p.m. in 1 hour, fare 9 & 7½ sgr.

Werden (17), 8 a.m. and 6.20 p.m., in 3 hours, fare 22½ sgr, and 26½ sgr.

Eger to

Amberg (65), 3 p.m., in 14 hrs., fare 6 fl. 7 kr.

Carlsbad (28¾), 6 a.m. also in Summer, at 12½ p.m., in 5½ hrs., fare 3 fl. 20 kr.

Fransensbad (3½), 6, 8, & 8½ a.m., 1½, and 6½ p.m., in ½ an hour in Summer only, fare 24 kr.

Hof (30), 1½ p.m., in 7 hrs., fare 3fl. 28kr.

Marienbad (18½), 5 a.m. & 6 p.m., in 3 hours, fare 2 fl. 8 kr.

Markt Schorgast (35½), 6 a.m., in 9 hours, fare 4 fl. 32 kr.

Nüremberg (105½), 3 p.m., in 21½ hours, fare 10 fl. 14 kr.; and 6 a.m., per Markt Schorgast, in 17½ hours, fare 6 fl. 49 kr.

Eger to

Pilsen (66), 6 p.m., in Summer also 5 a.m., in 11½ and 12 hours, fare 7 fl. 36 kr.

Prague, 6 a.m., per Carlsbad, and 5 a.m., per Pilsen, in 23½ hrs. in Summer only, fare 12 fl. 40 kr.

Regensburg (105½), 3 p.m., in 18¾ hours, fare 6 fl. 37kr.

Wernberg (44¾), 3 p.m., in 9½ hrs.

Wunsiedel (17), 6 a.m., in 3½ hours, fare 1 fl. 54 kr.

Eichstadt to

Augsburg (63¾), 5 a.m., per Pornbach in 13 hours, fare 456 kr.

Beilngries 3½ p.m., in 5½ hrs., returning 5 a.m.

Ingolstadt (14¾), 5 a.m., and 3½ p.m., in 2¾ hours, fare 112 kr.

Munich (65), 5 a.m., in 15 hours, fare 7 fl. 28 kr,

Neuburg (12), 5 p.m., in 3 hours.

Pleinfeld (19½), 4 and 11½ a.m., in 4½ hours, fare 2 fl. 24 kr.

Weissenburg (13½), 4 and 11½ a.m., in 3 hours, fare 104 kr.

***Eisenach to**

Cassel (57¾), 3½ p.m., in 13½ hrs., fare 83¾ sgr. Also per Railway.

Eschwege (26½), 3½ p.m., in 5½ hours, fare 34½ sgr.

Frankfort-on-the-Maine, per Railway

Fulda (47½), 3.15 p.m. per Salzungen in 13½ hours, fare 61½ sgr.

Kissingen (65), 3½ p.m., per Meiningen, in 11¾ hours, in Summer only, fare 112½sgr.

Lengsfeld (23) 8.5 a.m. in 3½ hours returning 3.0 p.m.

Liebenstein (14½), 8.5 a.m. in 2½ hours, fare 30½ sgr.

Mellrichstadt (53½), 8.5 a.m., Tuesday and Saturday in 11 hours, returning on Sunday and Wednesday at 7½ a.m., fare 68½ sgr.

Muhlhausen (22), 3½ p.m., in 4½ hours, fare 28½ sgr.

Ruhla (6¾), 8 a.m. and 7 p.m., in 3 hours, fare 9 sgr.

Schmalkalden (31½), 8.8 a.m. in 5¾ hours, and 8.15 a.m. & 3½ p.m., per Waltershausen, in 5½ and 3½ hrs., fare 36¾ sgr.

***Eisenach to**

Schweinfurt (72¾), 8½ p.m. in 13½ hours, fare 133¾ sgr.

Vacha (20¾), 2.52 p.m. per Gerstungen, and 3.15 p.m., per Salzungen in 6½ and in 4 hrs. fare 33½ and 27 sgr.

Wanfried (19½), 3½ p.m., in 4 hours, fare 25½ sgr.

***Elberfeld to**

Gummersbach (32½), 2 p.m., in 7½ hours, fare 50¾ sgr.

Hattingen (14½), 5 p.m., in 3¾ h., fare 19½ sgr.

Lennop (7½), 6 and 10½ a.m., 2, 8, and 11½ p.m., in 2 hours, fare, 14 sgr.

Mettmann (7½), 5½ p.m., returning at 7 a.m., in 1½ hr., f. 10½ sgr

Remscheid (6¾), 8 and 11 a.m. 2½ 8½ p.m., and 12 night, in 1¾ hours, and 6½ p.m., per Ronsdorf, in 2 hrs., fare 10½ & 14 sgr.

Werden (14½), 6½ p.m., in 3 hrs., fare 22¾ sgr.

Ellwangen to

Aalen (10½), 7 and 11½ a.m. and 8 p.m., in 1¾ hour, fare 45 kr.

Crailsheim (13½), 1.45 a.m., in 2¾ hours, fare 60 kr.

Gmünd (25½), 11½ a.m. and 8 p.m., in 4½ hours, fare 1 fl. 50 kr.

Hall (25½), 5 a.m., in 5 hours, fare 79 kr.

Heilbronn (57¾), 5 a.m., in 12 hrs., fare 3 fl. 4 kr.

Mergentheim (55½), 1.45 a.m., in 11½ hours, fare 3 fl.; 30 krs.; also 5 a.m., per Hoheb. in 14¾ hours

Nördlingen (23), 4 a.m., in 4½ hours, fare 60 kr.

Nürnberg, 4 a.m. per Nördlingen, in 7 hours, fare 222 kr.

Stuttgart (58¾), 8 p.m. per Gmünd, in 10½ hours, fare 4 fl. 15 kr.

Sussen. 7 a.m., per Heidenheim, in 8½ hours; 11½ a.m., per Gmünd, in 7½ hours; fare 3 fl. 20 kr. and 2 fl. 40 kr.

***Emden to**

Aurich (15¾), 3½, 6½, 11.35 a.m., 2½, 3½, and 7 p.m., & 12½ night, in 3 and 4½ hours, fare 28 ggr.

Norden (18½), 3.15 and 11.35 a.m. 7 p.m., and 12 night, in 3½ hrs, fare ⅔ th. 4 ngr.

***Emmerich to**

Cleve (5½), 8.20 and 10½ a.m., 3.40 & 8.40 p.m., in 1½ hr., f. 10½sgr.

*** Empel to**

Bocholt (13½), 4½ p.m., in 3½ hours, ret. 4 a.m., fare 18sgr.
Rees (6), 10 a.m. and 4½ p.m., in 1 hour, fare 7½sgr.

Ems to

Coblenz (11½), 1.20 a.m., & 3.40 p.m., in 1¾ hour, fare 70 kr.
Schwalbach (26½), 9½ a.m., and 11½ p.m., in 4¾ hours, fare 161 kr.
Wiesbaden (37), 9½ a.m. and 11½ p.m., in 7½ hrs., fare 2fl. 25 kr.

*** Erfurt to**

Arnstadt 11½), 3¾ a.m., in 2½ hrs, fare 15sgr.
Artern (38), 2½ p.m. in 7¾ hrs., fare 57½ sgr
Halle (74), 2½ p.m., in 15 hours, fare 113¾ sgr.
Ilmenau (23), 3¾ a.m. in 5½ hours, fare 30sgr.
Nordhausen (49½), 2¾ a.m. and 3 p.m., in 8½ hours, fare 70 sgr.
Querfurt (53½), 2½ p.m., in 11 hours, fare 80½ sgr.
Sondershausen (37), 2¾ a.m. and 3 p.m., in 6 hours, fare 50¾ sgr.
Weissensee (20¾), 2½ p.m., in 3¾ hours fare 31½ sgr.

***Essen to**

Bochum (10½) 7.10 a.m. and 4.10 p.m., in 2 hours, fare 13½ sgr.
Dorsten (17), 10 a.m. and 5.45 p.m., in 3 hours, fare 21 sgr.
Kettwig (9), 7½ a.m., 1½ & 9 p.m., in 1½ hour, fare 12½sgr.
Muhlheim (6¾), 7 a.m. and 5¾ p.m. in 1½ hour, fare 9sgr.
Steele (4½), 6, 9½, and 11½ a.m.; 2¾, 5.10, and 7 40 p.m., in 45 minutes, fare 6 sgr.
Werden (5½), 7¾ and 10½ a.m.; 1¾ and 9 p.m. in 1½ hours, fare 7½sgr.

Feldkirch to

Bregenz (20¾), 1.40 a.m., in 2¾ hours; 4 and 5 a.m., in 3 hours, and 1.30 p.m. in 3¾ hours
Chur (30), 2.45 p.m. per Haag in 4¾ hours; also, 5.15 a.m. per Oberried, in 3½ hrs, fare 2fl. 7kr.
Haag, (10½), 2¾ p.m., 1½ hours, returning at 6½ p.m.
Innsbruck (111), 11¾ p.m. in 20¾ hours, fare 12fr. 48rp.

Feldkirch to

Landeck (60), 11¾ p.m., in 11½ hours, fare 6fr. 56rp
Rorschach 5½ a.m. per Oberried in 2¾ hours, and 2.45 p.m. per Haag, in 5½ hours.
St. Gallen, 5½ a.m. per Oberried in 3¾ hours, and 2.45 p.m. per Haag, in 6½ hours.

Finsterwalde to

Cottbus (31½), 12½ night, in 6¾ hours, fare 40½ sgr.
Luckau, (18½), 5 p.m. in 3½ hrs., fare, 24 sgr.

*** Flensburg to**

Hadersleben (34¾), 4 and 11¾ p.m. in 5¾ hours.
Rendsburg (38), 11 p.m. in 7 hrs., and by Railway.
Sonderburg, 4 p.m., on Mondays, Wednesdays, and Saturdays, and Briefpost daily; returning on Mondays, Wednesdays & Saturdays at 8½ a.m.
Tondern, 11¾ p.m., returning at 9¾ p.m.

*** Florence to**

Bologna (71), 5 p.m., Tuesday, Thursday, and Saturday, in 14 hours, fare 17 l. 70 c.
Modena (99), Tuesdays, Thursdays, and Saturdays, at 5 p.m., in 21 hours, fare 31 l. 20 c.
Mantua, (163), 5 p.m. on Tuesdays, Thursdays, and Saturdays, in 27 hours, fare 80 lire.
Rome (104¾), 6 a.m., Mon., Wed. & Friday, in 32 hours, and 11 p.m., in 36 hours, fare 84 l. 54c. & 100 l.

Fluellen to

Andermatt (38), 10.40 a.m., and 6 p.m., in 4¾ hours, fare 7f. 10c. and 8f. 35c.
Bellinzona, at 10.40 a.m., and 6 p.m., in 14¾hrs., fare 23 fr. 20 c, and 27 fr. 20 c.
Camerlata, at 10.40 a.m., and 6 p.m., in 22¾ hrs, fare 31 fr. 90 c. and 37 fr. 80 c.
Lucerne, at 7 & 8½ a.m., 1½ & 4½ p.m., in 2¾ hours, per Steamer.

Frankenhausen to

Artern (14¾), 6.25 p.m., in 4 hrs, fare 19½gr.

Frankenhausen to

Erfurt (35¾), 2½ a.m., in 7¾ hours, fare 46½sgr.
Nordhausen (25½), 5½ a.m., in 5 hours, fare 29 sgr.
Sachsenburg (6¾), 2½ a.m. & 6.25 p.m., in 1 hour, fare 9 sgr.
Sondershausen (12½), 6 a.m. in 2½ hours, fare 16½ sgr.
Weimar (32½), 2½ a.m., in 7½ hrs., fare 42 sgr.

***Frankfort-on-Maine to**

Bischofsheim (80¾), 12½ noon, per Wurzburg, and 4.55 p.m. per Wertheim.
Budingen, 2.40 p.m. per Niederw. in 4¾ hours, & 3 p.m. per Hanau, in 4½ hours
Coblentz (76¾), 5.25 a.m. & 2¾ p.m., per Wiesbaden in 12½ hours, also 8.50 p.m. per Mayence, in 12¾ hours.
Coburg (156), 6½ a.m. per Wurzburg, in 8½ hours, and 6¾ a.m. per Eisenach in 12¾ hours.
Cologne (112), 5.25 a.m. and 2.45 p.m., in 17 & 18 hours, per Wiesbaden and 8.50. p.m., per Mayence in 15½ hours.
Ems, 5.25 a.m. and 2¾ p.m., per Wiesbaden, in 19 hours
Fulda (60), 6½ a.m. and 4.55 p.m., in 10½ hours, per Hanau, by railway.
Hanover (204½), 6¾ a.m. & 5 p.m., per Cassel in 9¾ and 9½ hours; 6½ p.m., in 19½ hours
Homburg (9¼) 9, & 11 a.m.; 1, 4, 5, 8½, & 10½ p.m., in 1½ hour.
Kissingen (83½), 12½ noon, per Gemunden, in 10 hours; and 6½ a.m., per Schweinfurt, in 8½ hours; fare 5fl. 46kr.
Lauterbach (57¾), 6¾ a.m., per Neustadt, in 9½ hours, and 10½ a.m., per Giessen, in Winter 6¾ a.m, in 12½ hours, also 4.55 p.m., per Fulda, in 15¾ hours
Limburg (39½), 3 p.m., in 8½ hrs, fare 3fl. 24kr.; also 11¼ a.m. per Wiesbaden.
Milan, 10.20 a.m., per Basle, in 59 hours, and 10.20 a.m. per Rorschach, fare 34 fl. 38 kr.
Mergentheim (89¾), 6½ a.m. and 4.55 p.m., in 18½ hours.
Meiningen (117¾), 6¾ a.m., and 5 p.m. per Eisenach, in 12¾ and 16¾ hours; and per Schweinfurt at 12½ noon, in 15¾ hours.
Miltenberg (47½), 4.55 p.m. per Aschaffenburg, in 7 hours

*** Frankfort-on-Maine** to

Nidda (32½), 2.40 p.m., per Friedberg, in 5½ hours
Offenbach (2½), 11½ a.m., 5½ & 10½ p.m., in ¾ of an hour, fare 12 kr.
Paris (122½), 10.15 a.m. in 18¾ hours, and Briefpost daily.
Regensburg (192¾), 6½ a.m., and 12½ noon, per Bamberg, in 22 and 28¾ hours
Stuttgart (123½), 6¼ & 10.20 a.m. and 12.25 p.m. per Bruchsal, in 7¾, 8, and 5 hours.
Weilburg (37), 5 p.m. in 7½ hours, per Giessen, fare 2fl. 38kr.
Wertheim (67½), 4.55 p.m., per Aschaffenburg, in 12 hours

*** Frankfurt** on the Oder to

Crossen (32½), 12½ and 10½ p.m., in 6 hours, fare 42 sgr.
Gruneberg (52), 12½ and 10½ p.m., in 9½ hours, fare 67½ sgr.
Lübben (42½), 6 a.m., in 10½ hrs., fare 46½sgr.
Luckau (53½) at 6 a.m., in 13 hrs., fare 69sgr.
Meseritz (52), 4½ a.m., in 9 hours, returning at 8 p.m., fare 64½ sgr.
Müncheberg (22), 6 p m. in 4½ hrs., fare 28½sgr., ret. 5 a.m.
Züllichau (59½) 12 noon and 10 p.m., in 12 hrs., fare 2 th. 16½ sgr.

Franzensbad (in Summer only) to

Carlsbad (32½), 4.0 and 11½ a.m., in 7 and 5¾ hours, fare 3fl. 92kr.
Eger (3½), 4.0 and 11½ a.m. and 5 p m. in ½ hour, fare 42kr.
Elster (18), 4 a.m. in 3½ hours, returning 12½ noon.
Hof (26½) 3½ p.m. in 5½ hrs, fare 3fl. 22kr.
Marienbad (22), 4.0 & 11½ a.m. & 5 p.m., in 4½ hours, fare 2fl. 66kr.
Plauen (35), 4 and 10½ a.m., in 7½ and 6½ hours, fare 3fl. 80kr.
Prague (111), 4.0 and 11½ a.m. in 25 & 23 hours, fare 14fl. 42kr.

*** Freiburg** (Breisgau) to

Altbreisach (15¾), 6 a.m., and 4 p.m., in 2¾ hours, returning at 6 a.m. and 4 p.m., fare 60 kr.
Donauesching (39½), 12½ noon, and 7 p.m., in 8½ hours, fare 204 kr.
Schaffhausen (59). 8.20 a.m.; and 7 p.m., in 11½ and 15½ hours, fare 270 kr.

*** Freiburg** (Breisgau) to

Stockach (70½), 12½ noon, in 15 hours, fare 366 kr.

Freiburg (Switzerland) to

Bern (17), 5 a.m. 2½ and 7¾ p.m. in 3½ and 3½ hours, fare 4fr. 25c. and 5fr. 20c.
Geneva (120), 11 a.m., & 10½ p.m., in 9¾ & 11¾ hrs., fare 13fr. 50c.
Lausanne (39), 11.0 a.m. per Romont, 11 a.m. and 10½ p.m., per Payerne, in 7¾ hrs, fare 8f. 30c.
Neuenburg (41½), 11 p.m. per Murten, in 4¾ hours, fare 5fr. 80c. and 7fr. 10c
Payerne (18), 11 a.m. & 10½ p.m., in 2½ hours, fare 2fl. 70c.
Romont (23½), 11.0 a.m. in 3 hrs., returning 11 a.m., fare 3fl. 35c. and 4fl. 10c.
Saanen (67½) 9¾ a.m. per Bull in 12 hours, returning at 6 a.m. fare 9fr. 45c. and 10fr. 30c.
Vevay (55½), 9¾ a.m. and 1 p.m., per Bulle, in 7½ hrs., fares 8fr. and 9fr. 90c.; also 10½ p.m., per Moudon, in 10 hours.
Yverdun (45¾), 11 a.m., in 6½ hrs., f., 5fr. 75c.

Freiburg (Silesia) to

Hirschberg (34¾), 9½, p.m. per Bolkenh in 6¾ hrs., also 8½ a.m. per Landeshut, in 8 hrs, f. 45sgr. and 52sgr.
Landeshut (14½), 8½ a.m. and 9½ p.m., in 3 hours, fare 19½sgr.

*** Friedrichsfeld** to

Schwetzingen (4½), 9.0 a.m. and 3¾ p.m., in 1½ hour; returning at 5.45 a.m. and 2¾ p.m., fare 20kr.

*** Friedrichshafen** to

Romanshorn, 9½ a.m., and 1.5 and 6.45 p.m. in 50 minutes per Steamboat.
Rorschach (13½), 4 and 9½ a.m., 1½ and 6.45 p.m., in 1½ hour.
St. Gallen (25½), 4 & 9½ a.m., & 1½ and 6.45 p.m., in 3½ hours.
Stockach (31½) 9.15 a.m. per Ludwigshafen in 4 hours
Zurich (78½), 9½ a.m., and 1.5 p.m. per Romanshorn, in 4 and 8 hours

Fulda to

Alsfeld (26½), 6 a.m., in 4¾ hours, fare 27¾ sgr.
Bebra (34¾), 8 a.m. & 9½ p.m., in 6½ hours, fare 47½ sgr.
Brückenau (18½), 6 a.m. in 4½ hrs. fare 32½sgr.

Fulda to

Cassel (68), 8 a.m., and 9½ p.m. in 10 hours, Rail from Bebra
Frankfurt (60), 7½ a.m. & 8 p.m. in 10½ and 11 hours, fare 74½ sgr.
Giessen (57¾), 6 a.m., per Neustadt, in 11½ hours
Hanau (51), 7½ a.m. and 8 p.m., in 9 hours, fare 66 sgr.
Hersfeld (25½), 8 a.m. and 9½ p.m., in 4¾ hours. fare 35sgr.
Hunfeld (9) 8 a.m. and 9½ p.m in 2 hours, fare 12sgr.
Kissingen (35¾), 6 a.m., in 8½ hours, fare 66½sgr.
Lauterbach (15¾) 6 a.m., n 2¾ hours, fare 17sgr.
Neustadt (42½) 6 a.m., in 7¾ hrs., fare 39¾sgr.
Schweinfurt (51) 6 a.m., in 12 hours, fare 96½sgr.
Vacha (26½) 9½ p.m. in 6 hours, fare 34½sgr.
Würzburg (62½) 6 a.m., in 15½ hours, per Schweinfurt

*** Furth**

Julich (14½), 7½ p.m., in 2½ hrs., fare 19½ sgr.
Neuss (11½), 9 a.m., and 5½ p.m., in 2½ hours, fare 15 sgr.
Rheydt (9½), 6½ a.m. and 6¾ p.m. in 1¾ hour, fare 12sgr.

Gastein Bad to

Salzburg (76½) 5½ a.m., Tuesdays, Thursdays, and Saturdays, from 15th of May, and from the 1st of June to September 15, daily at 5½ a.m. in 12¾ hours, fare 8fl. 30kr.
Werfen (43¾) 2½ p.m., in 7½ hours

*** Gemunden** to

Kissingen (26½), 4 p.m., in 5¾ hrs. fare 1fl. 30kr.
Orb (30), 4½ p.m., returning at 8 a.m., in 5¾ hours, fare 2fl. 10kr.

Geneva to

Basel (237), 8½ a.m., & 6.30 p.m., in 12½ & 15 hrs, fare, 24 fr. 50 c,
Bern (141½), 7.0 a.m. and 2 p.m. in 11½ & 14 hours, fare 16fr. 85c., and 21fr. 70c.
Domo d'Ossola (242¾) 8 a.m., in 31½ hours

Geneva to

Freiburg (120), 7 a m., per Yverdon, in 9½ hours, and 2 p.m. per Payerne, in 12½ hours, fare 13f. 50c., and 12f. 20c.
Lausanne, per railway.
Milan (244), 8 a.m. per Bouveret, in 54 hours, fare 53f. 5c.
Neufchatel, per railway.
Sallenches (35), 7 a.m., in 6 hours, returning 10 a.m.; fare 5f.
St. Maurice (58), 8 a.m., per Bouveret, in 7¾ hrs., fare 9fr. 30c. 7 a.m., per Lausanne, in 7¾ hrs. fare 11fr. 20c.
Sitten (150½) 7 a.m , per Lausanne, in 13 hours, fare 17f. 5c., 8 a.m. per Bouveret, in 12 hrs., fare 21f. 80c.
Turin (132), 7.40 a.m., in 24 hrs.; fares 43fr. and 49fr. 65c.
Vevay, 7 a.m., per Lausanne, and 8¼ a.m., by Morges, in 4¼ hours.
Yverdun, per Railway.
Zurich, per Railway.

* Genoa to

Milan (109¾), 5.50 a.m., and 6.55 p.m., in 11¼ hours, per Novara; 5.50 a.m per Vigevano, in 11¼ hours, fare 36f.
Nice (154), 6 p.m., in 26 hrs., fare 40fr.
Pisa (121½), 12½ noon, in 27 hours, fare 50lire.

* Gera to

Altenburgh (22) 1½ and 5¼ a.m., and 2½ p.m., in 4 hours, fare 22½ sgr.
Gosenitz (17½) 5¼ a.m. and 2½ p m., in 4 hours, fare 20 sgr.
Hof (47½) 9 p.m , in 10¾ hours, fare 66 sgr.
Saalfeld (40¾) 2 a.m. and 2 p.m., in 8½ hours, fare 52½ sgr.
Sonneberg (71) 2 a.m., in 16 hours, fare 91¼ sgr.
Weimar (38½) 2 a.m., in 8 hours, fare 56½ sgr.
Werdau (19) 1½ a.m., in 4½ hours, fare 22 sgr.

* Giessen to

Alsfeld (31½), 3 p.m., in 6½ hours, fare 112kr.
Coblentz (65), 9 a.m., and 9½ p.m., in 13½ hours, fare 5fl. 44kr.
Dillenburg (27¾), 9 a.m., in 5 hours, fare 2fl. 27kr.

* Giessen to

Fulda (57¾), 8.36 a.m., in 10 hrs., per Neustadt
Grünberg (13½), 3 p.m., in 2½ hrs., fare 52kr.
Homberg (25½) 3 p.m., per Grünberg, in 4¾ hours.
Hungen (15½) 3½ p.m., in 2½ hrs., ret. 7.10 a.m , fare 52kr.
Lauterbach (39½) 3 p.m., in 7¾ hrs., fare 140kr.
Lich (7½), 3½ p.m., in 1¾ hour, ret. 8 a.m., fare 32 kr.
Limburg (37), 9 a.m., and 9½ p.m., in 7¾ hours, fare 3fl. 17kr.
Nidda (24¾), 3½ p.m., in 4 hours, fare 76kr.
Siegen (46), 9 a.m., in 8¾ hours, fare 4fl. 5 kr
Weilburg (23), 9 a.m. and 9½ p.m., in 4¾ hours, fare 2 fl. 3 kr.
Wetzlar (9½), 9 a.m., and 9½ p.m., in 1½ hour

Glarus to

Brunnen 6½ a.m., per Lachen, in 8½ hours, fare 9 f. 75 c.
Lachen 6½ a.m., in 2¾ hours, f. 4 f. 10 c. & 5 f. 10 c
Linththal (15¾), 9 a.m. & 6 p.m., in 2 hours, ret. 7 a.m. and 3½ p.m., fare 1 f. 75 c.
Lucern 6.30 a m., per Lachen, in 12½ hours, fare 12 f. 85 c.
Richterschwyl 6½ a.m., in 4 hrs., fare 5 f. 30c.
Zurich (65) 6½ a.m., per Lachen, in 6½ hours, fare 7 f. 10 c. and 9 fr. 20 c.

Glatz to

Cudowa (23), 1½ p.m., in Summer only, in 4¾ hours, fare 30 sgr.
Hohenstadt (48½), 3 a.m., in 10 hours, fare 73½ sgr.
Mittelwalde (22) 3 a.m. in 4¾ hrs, fare 28½sgr.
Neisse (35¾) 8 a.m. in 7½ hours, fare 49sgr.
Waldenburg (35¾) 10½ a.m. in 7 hrs, fare 46½ sgr.

* Gleiwitz to

Pless (29), 7½ p.m., returning 1 a.m., in 6 hours, fare 37½ sgr.
Rybnick (17½), 7½ p.m., in 3½ hours, fare 22½ sgr.

* Glogau to

Crossen (55½) 12¾ p.m. in 14½ hrs. fare 72sgr.
Grunberg (35¾) 12¾ and 10½ p.m., in 6½ hrs. fare 36¼sgr.
Guhrau (20¾), 7½ a.m. and 6 p.m. in 4 hours, fare 28½sgr.
Liegnitz (35¾), 10 a m. and 10½ p.m., in 6 hours, fare 46½sgr.
Winzig, (39½) 6 p.m., in 8 hours, fare 51sgr.

Gmund to

Aalen (14½), 3.26 and 10.15 a.m. in 2½ hours, fare 65kr.
Cannstadt (37½) 12.57 night in 5½ hours, 2fl. 15kr.
Ellwangen (25½) 3.26 and 10½ a.m. in 4¾ hours, fare 1fl. 50kr.
Stuttgardt (33½), 12.57 night, in 6 hours, fare 2fl. 25kr.
Sussen (12½), 6.15 a.m., & 4½ p.m., in 2¾ hours, fare 50kr.

Gnesen to

Bromberg (56), 11¾ p.m. (in winter 5 a.m), in 11¾ hours, fare 72 sgr.
Inowraclow (40), 5 a.m. and 2 p.m., in 7¾ hours, fare 51 sgr.
Krotoschin (68), 2 a.m. per Kosmin, in 14½ hours, fare 88½sgr.
Posen, (32½) 9¼ a.m., 1 and 11¼ p.m. in 5¼ hours, fare 42sgr.
Thorn (63), 5 a.m. and 2 p.m., in 11¼ and 14¼ hrs., fare 81sgr.
Witkowo (10½), 2¼ p.m., in 2¼ hrs., fare 13½sgr.

* Gorlitz to

Hirschberg (44¾), 2¾ a.m , and 2¾ p.m., in 8¼ hours, fare 57 sgr.
Lauban (14½), 2¾ a.m., & 2¾ p.m., in 2¾ hours, fare 19½sgr.
Spremberg (48½), 1¾ p.m., in 8½ hrs., fare 63 sgr.
Zittau (22), 12½ p.m., in 4½ hours, fare 24sgr.

* Gotha to

Gottingen (61½), 8 p.m., in 12½ hrs.
Heiligenstadt (43¾), 8 p.m., in 9 hours, fare 71½sgr.
Hildburghausen (44¾), 8 p.m. in 9¾ hours. fare 71¾ sgr.
Langensalza (11½), 3 and 10½ a.m., & 8 p.m., in 2½ hours, fare 15sgr.
Mühlhausen (23), 3 and 10½ a.m., & 8 p.m., in 4½ hours, fare 30sgr.
Ohrdruff, 6 a.m. 3¾ and 8 p.m., in 1½ hours, fare 14sgr.
Schleusingen (37), 8 p.m., in 7¾ hours, fare, 57 sgr.

*** Gotha to**

Schmalkalden (23), 9.12 a.m. per Walterhausen, in 4⅝ hours, fare 31½sgr.
Suhl (27¼), 6 a.m. & 8 p.m., in 5⅝ hours, fare 43¾sgr.
Zella (23) 6 a.m. and 8 p.m. in 4⅝ hours, fare 42ggr, and 31½ggr.

*** Gottingen to**

Adelebsen (12½) 4 p.m. in 2½ hrs, returning at 6½ a.m., fare 22ggr.
Duderstadt (22), 4 p.m., in 4½ hours, fare 1th. 10ggr.
Gotha (61½), 4½ p.m., in 12½ hours
Heiligenstadt (17), 4½ p.m., in 3½ hours, fare 1th.
Langensalza (49½), 4½ p.m., in 9½ hours, fare 2th. 21sgr.
Mühlhausen (38), 4½ p.m., in 7½ hours, fare 2th. 2sgr.
Uslar (23) 4 p.m. in 4⅝ hours, returning at 4½ a.m.

Groningen to

Leeuwarden and Harlingen every evening, in correspondence with the 8 a.m. Steamer from Harlingen to Amsterdam.

*** Gunzach to**

Memmingen (20⅝) 6 p.m. in 4½ hrs.

*** Gunzburg to**

Ichenhausen, 10⅝ a.m. and 4⅝ p.m., in 1½ hours, returning 6 a.m. and 2 p.m.

*** Gustrow to**

Demmin (37), 11¼ a.m., in 9 hrs.
Goldberg (15⅝) 6¾ p.m. in 2⅝ hrs., returning at 6½ a.m. fare 28schl.
Lage (12½), 11½ a.m., in 1⅝ hour, returning 2 p.m., fare 27½schl.
Ludwigslust (51), 6⅝ p.m., in 10 hours
Malchow (28⅝) 11⅝ a.m. in 4½ hrs., returning 11 a.m
New Brandenburg (52), 11⅝ a.m. and 7 p.m., in 9 hours
Plau (26½), 11¼ a.m., in 4½ hours, returning 11½ a.m., fare 46 schl.
Röbel (52), 11⅝ a.m. in 9⅝ hours
Stavenhagen (33½), 11⅝ a.m. and 7 p.m., in 5⅝ and 6 hours, returning 9⅝ a.m., and 11.50 p.m.
Wahren (42½), 11⅝ a.m., in 6⅝ hrs.
Wittstock (69½) 11⅝ a.m., in 18 hours

*** Haag to**

Feldkirch, 6⅝ p.m., in 1½ hour.

Hadersleben to

Aarhuus, 11½ p.m., returning at 6½ a.m., in 14½ hours.
Aarosund, 5½ a.m., returning 10½ a.m., in 5½ hour

Hadersleben to

Apenrade 12½ and 11½ p.m., in 2½ hours.
Flensburg (34⅝), 12½ noon, and 11½ p.m. in 6 hours
Skive, Tuesdays, Thursdays and Saturdays, at 10 p.m., in 30½ hours.

*** Hagenow to**

Redefin (6⅝), 5½ p.m., in 1½ hour returning at 10½ a.m., f. 10schl.
Wittenburg (6⅝), 11 a.m. and 9 p.m., in 1½ hour, fare 15schl.

*** Halberstadt to**

Blankenburg (10½), 12.30 noon & 6⅝ p.m., in 1⅝ hr., fare 13⅓sgr.
Hornburg (23), 4 p.m., returning at 3½ a.m., in 4½ hours, f. 30sgr.
Nordhausen (44⅝), 5½ a.m., per Quedlinburg, in 10½ hours, 12.30 noon per Blankenburg, in 7½ hours, 6¾ p.m. per Werniger, in 9½ hours, fare 52⅝ sgr.
Quedlingburg (9½), 5½ a.m., 12 noon, 3 & 6¾ p.m., in 1½ hour, fare 10sgr.
Wernigerode (12½), 6 a.m. and 6.55 p.m., in 2½ hours; in summer to Ilsenburg at 6 a.m. in 3⅝ hours, returning at 12 noon

Hall to

Crailsheim (19½), 3.35 a.m., and 4½ p.m., in 4 hours, fare 85 kr.
Ellwangen (25½), 4.15 p.m., in 5½ hours, fare 79 kr.
Heilbronn (32½), 10½ a.m., per Oehringen, and 10.5 p.m., per Mainhardt, in 6½ hours, fare 2 fl. 5 kr.
Künzelsau (13⅝), 10½ a.m., in 5½ hours, fare 70 kr.
Mergentheim (48½), 10½ a.m., per Hohebuch, in 9⅝ hours, and 3.35 a.m. per Hohofen, in 9½ hours
Oehringen (17), 10½ a.m. in 3½ hrs. fare 57 kr.
Schorndorf (32½), 4½ p.m. in 6⅝ hours, returning 12 25 night, fare 1 fl. 54 kr.
Stuttgart (34⅝), 4½ p.m., per Schorndorf, in 14½ hours, fare 3 fl. 19 kr.; and 5.45 a.m. per Backnang, in 9 hours

***Halle to**

Connern (15⅝), 3 p.m., returning at 4½ a.m., in 3 hrs, fare 17½ sgr.
Eisleben (20⅝), 9½ a.m., 3½ p.m., & 12 night, in 3⅝ hrs., fare 31½ sgr.
Erfurt (75), 7 p.m., in 14⅝ hours, fare 113⅝ sgr.

*** Halle to**

Heiligenstadt (88⅝), 9½ a.m. and 12 night, in 18½ hours, fare 115½ sgr.
Löbejün (12½), 5 p.m., in 2½ hrs., fare 13⅝ sgr.
Nordhausen (56½), 9½ a.m., and 12 night, in 10⅝ hours, fare 86¾ sgr.
Querfurt (22), 7 p.m., in 4 hours, fare 28½ sgr.
Sangerhausen (34⅝), 9½ a.m. & 12 night, in 6½ hrs., fare 36¼ sgr.
Schraplau (13½), 4 p.m. (Sunday, 5 p.m., in 3 hrs., fare 18 sgr.
Wettin (12½), 5 p.m., in 3 hours, fare 13⅛ sgr.

Haltern to

Cosfeld (15⅝), 4 a.m., and 3½ p.m., in 2¾ hours, fare 21 sgr.
Münster (25½). 3½ p.m., in 4½ hrs., fare 33 sgr.
Recklinghausen (9½), 2½ a.m., 1¼ and 4½ p.m., in 1⅝ hour, fare 12 sgr.
Wesel (26⅛), 2½ p.m., in 4½ hours, fare 34½ sgr.

***Hamburg to**

Frankfurt-on-M. (298½), 9½ a.m. and 6½ p.m., from Harburg per Hanover
Hadersleben, 5.10 p.m., from Altona, in 18⅞ h.
Harburg at 3½ and 9½ a.m.; 3 p.m., in 1½ hour; 11.20 a.m., 5½ and 8½ p.m., in 1 hour; 7 a.m., 12 noon, and 4½ p.m., in 1½ hr.
Kiel (57½), 10 p.m., on Tuesdays and Fridays, in 8⅝ hours
Kopenhagen, 5.10 p.m., from Altona, per Kiel, in 17½ hours,
Lubeck (39½), 11 p.m. per Buchen, in 6⅝ hours

***Hamm to**

Arnsberg (28⅝), 2 a.m. in 5½ hrs., fare 45½ sgr.
Werl (11½) 2 a.m., in 1⅝ hours, fare 17½ sgr.

***Hanau to**

Birstein (30), 4 p.m., in 6 hours, returning at 3 a.m., in 5½ hours, fare 33½ sgr.
Büdingen (17). 4 p.m., in 3½ hours, fare 18 and 20 sgr.
Fulda (51), 7½ a.m., and 6 p.m., in 9½ hours, fare 66 sgr.

* Hanau to

Gelnhausen (13⅜), 7½ a.m., 4 and 6 p.m., ret. 3.10 and 5.55 a.m., and 2.10 p.m, in 2⅓ hours, fare 16 sgr.
Meerholz (11½), 4 p.m., in 2¾ hrs., ret. 5¾ a.m.. fare 13½ sgr.
Windecken (6¾), 4½ p.m., in 1½ hr., returning at 7 a.m., fare 6 sgr.

* Hanover to

Hameln (27¾), 11 a.m., 4 and 11¼ p.m., in 4¾ hours, fare 32ggr.
Pyrmont (41½), 11 a.m. (in summer 11½ p.m), in 9 hrs.
Walsrode (38), 4 p.m., in 7 hours, returning at 5 a.m., fare, 2th. 6ggr.

* Heidelberg to

Bischofsheim (67½), 7½ a.m., per Hardheim, and 4½ p m. per Boxberg, in 13 hrs, fare 3fl.
Eberbach (20¾), 4½ p.m., in 3½ hours, ret. 6¾ a.m., fare 57kr.
Miltenberg (41½), 4½ p.m., in 8¾ hours, fare 251 kr.
Sinsheim (18⅓), 4.20 p.m., returning 6 a.m. in 3½ hours, fare 1 fl. 3 kr.
Wertheim (72⅝) 7½ a.m., per Hardheim, in 13⅝ hours; 4½ p.m. per Miltenberg, in 12 hours.
Wurzburg (85½), 4½ p.m., per Miltenberg, & 4½ p.m. per Boxberg, in 16½ hrs., fare 3fl. 30kr.

* Heilbronn to

Crailsheim, 9.15 a.m. & 8.50 p.m., per Hall, in 11 hours, fare, 3 fl. 30 kr.
Ellwangen (57⅔), 9.15 a.m., in 12½ hours, fare 184kr.
Hall (32½), 9 15 a.m. & 8.50 p.m., in 6½ hours, fare 2fl. 5kr.
Künzelsau (28¾) 9.15 a.m. & 8.45 p.m,, in 6¼ hrs, fare 1fl. 45kr. & 2fl. 5kr.
Morgentheim (48½), 9.15 a.m., per Hoheb., in 11 hours, and 8¾ p.m. per Mockmuhl, in 10¼ hrs., fare 3fl. 25kr., and 2fl. 54kr.
Möckmühl, 8.50 p.m., in 3⅝ hours, ret. 5 25 a.m.
Mosbach (17) 5 p.m., in 4½ hrs., ret. 4.15 a.m.
Oehringen (14½), 9.15 a.m., in 3 hrs., fare 49kr., & 8.45 p.m. in 3½ hours, fare 1fl. 5kr.
Rothenburg (60), 8.45 p.m. per Blaufelden, in 14½ hours

* Heilbronn to

Sinsheim (24½), 4½ p.m., return 6 a.m. in 4½ hrs., fare 1fl. 18 kr.
Wimpfen (6⅝) 4½ p.m , in 1½ hour, ret. 9½ a.m., fare 42kr.
Wurzburg (71¼), 8¾ p.m., in 14½ hours, fare 6fl. 14kr.

* Herford to

Detmold (17), 12 noon, per Lage, in 3 hours, fare 22½ sgr.
Lemgo (12½), 5½ p.m., in 2½ hours, fare 19½ sgr.
Lubbecke (15⅔), 5½ p.m., returning at 6½ a.m., in 3½ hrs., fare 21sgr.
Pyrmont (32½), 5½ p.m., in 7⅔ hrs., fare 49sgr.

Hermannstadt to

Bukarest, Monday and Thursday, 8 a.m.
Klausenburg (99½), 2 p.m., in 20½ hrs., returning at 2 p m.
Kronstadt (83½), 2 p.m., in 16½ hrs.
Temesvar (168¾) 7 a m., in 33 hrs., fare 19fl. 28kr.; also 2 p.m. in 48 hours, fare 15fl. 49 kr.

Hildburghausen to

Heldburg (15), 8.30 p.m., returning 6½ a.m., in 2½ hours
Romhild (9½). 8 a.m , in 1½ hour
Schleusingen (9½), 7½ p.m., in 1⅔ hours, fare 42kr.
Suhl (18½), 7½ p.m. in 3¾ hours, fare 1fl. 31kr

* Hildesheim to

Clausthal (42½), 9.30 p.m. in 8 hrs. fare 2th. 14gr.
Goslar (30), 9 a.m. and 9.30 p.m., in 5½ hours, fare 1th. 22gr.
Lafferde (13½), 5½ p.m., returning at 4½ a m., in 2½ hrs., fare 24gr.
Lamspringe (15¾), 5½ p m., returning at 5½ a.m., in 3½ hours, fare 28gr.

* Hof to

Asch (15½) 10 p.m. in 3¾ hrs., fare 1fl. 52kr.
Carlsbad (58¾), 10 p.m. in 13½ hours.
Eger (30) 10 p.m. in 7½ hrs., fare 3fl. 25kr.
Franzenzbad (33½) 10 p.m., in 6 hours.
Gera (47¼). 8 p.m., in 10 hours, fare 3fl. 57kr.
Lobenstein (19½) 3½ p.m. in 4½ h., fare 1fl. 39kr.

* Hof to

Regensburg (188½), 9.30 a.m., and 1.45 p.m., per Nuremberg, in 19 hours.
Schleiz (20¾), 8 p.m., in 4½ hours, fare 1fl. 48kr.
Steben, 5 p.m., in summer only, in 3½ hours.
Wunsiedel (23), 4.40 a.m. per Schwarzeburg, in 4½ hours

Homberg to

Wabern (6⅝), 5½ a.m. & 3¾ p.m., in 1½ hour, fare 7½ sgr.

* Homberg to

Moers (3½) 7¾ and 10.10 a.m., 3 10. 6, 8½, 10½ p.m , in ½ hour, ret, at 5½, 8½, and 11½ a.m., 2, 4½, and 7 p.m., fare 4½sgr.

Homburg (v. d. Höhe) to

Frankfurt-o-Maine (9½), 7, 9, & 11 a.m ; 1, 3, 7½, and 11 p.m., in 1½ hr., fare 36kr.
Friedrichsdorf, 10⅜ a.m., and 6.40 p.m., returning at 7.40 a.m., and 5½ p.m., in ½ an hour, fare 15krs.
Weilburg (27¾), 6¾ p.m., in 5¾ hours, fare 116 kr.

* Homburg (in Rheinbayern) to

Bliescastel (6¾) 9.10 a.m. and 4.10 p m. in 1½ hr., returning 7.40 a.m. and 3½ p.m.
St. Ingbert (11½) 4.10 p.m. returning at 5½ a.m. in 3½ hours, fare, 39kr.

Innsbruck to

Botzen (79½), 7 a.m., and 6 p.m., in 16 hours, fare 9fl. 4kr.
Bregenz (131⅝) 4 a.m. in 27 hrs.; fare 15fl. 12kr.
Brixen (52), 7 a.m., and 10 p.m., in 11 and 10½ hours, fare 6fl.
Feldkirch (111), 4 a.m., in 20½ hours, fare 12fls. 48kr.
Fussen (66) 9 p.m. Monday, Thursday, and Saturday, in 15 hours. fare 6fl. 25kr., & Briefpost daily
Kreuth (51) 9 p.m., in summer only.
Landeck (51), 4 a.m., and Briefpost, 9 p.m., in 8½ and 10½ hrs., fare 5fl. 52kr.
Linz (186), 1 p.m., in 39¾ hours, fare 21fl. 36kr.
Mittenwald (25½), 12 noon in 6 hours, also 9 p.m., in 7 hrs. ret. 9 p.m., in 5½ hrs, fare 3fl. 8kr.

Innsbruck to

Reutte (56½) 9 p.m. Monday, Thursday and Saturday, in 12 hours, fare 6fl. 48kr.
Salzburg (103), 1 p.m., in 20½ hours, fare 12fl.; on Tuesday, Thursday, and Sunday, at 10½ a.m., in 12 hours.
Verona, 10 p.m. per Botzen, and thence per Railway.
Vienna (302¾), 1 p.m., per Linz, in 40½ hours.

Ischl to

Bruck (109¾), 6.0 a.m. in 24 h., fare 12 fl. 40 c.
Ebensee (11½), 6 a.m., and 1 & 2 p.m., in 2 hours, fare 40 kr.
Lambach, 7 p.m., in 7¾ hours.
Linz, per Salzburg
Salzburg (33½) 7 p.m. in 6¾ hours, and 7 a.m., in summer, in 7¾ hrs. also 2 p.m., in 7 hours, fare, 2fl. 45 kr.

Jena to

Altenburg (41½), 5.35 p.m., in 11 hours, fare 60 sgr.
Apolda (9½), 2.40 and 8.30 a.m., and 12.40 p.m., in 1¾ hour, fare 10 sgr.
Cahla (9) 3.25 and 6.55 p.m., in 2 hours.
Gera (23) 8 a.m. per Roda, and 5.35 p.m., in 6 hours, fare 38sgr.
Neustadt (18½), 3.25 & 6.55 p.m., in 4¾ hours, fare 24 sgr.
Roda (10½), 8 a.m., in 1¾ hour, fare 12½sgr.; ret. 11¾ p.m.
Rudolstadt (20¾), 6.55 p.m., in 5¼ hours fare 27 sgr.
Schleiz (31½), 6.55 p.m., in 7¾ hours, fare 40½ sgr.
Weimar (11½) 7.40 a.m. in 2¾ hours, fare 19½ sgr.

Jessnitz to

Forste, 1¾ and 11 p.m. in 2¾ hours, fare 16½ sgr.

Jungbunzlau to

Falgendorf, (37½), 11 p.m. in 7½ hours, fare, 4fl. 16kr
Friedland (16½), 11¾ p.m., in 9 hrs, fare 5 fl. 20 kr.

Jungbunzlau to

Kolin (33½), 2 a.m. and 12 night, in 5 and 5¾ hrs., fare 3 fl. 52 kr.
Podiebrad (23), 2.0 p.m., in 3¾ hours.
Prague (33½), 10 a.m., and 10 and 10.50 p.m., in 6 & 8 hrs., fare 3fl.
Reichenberg (32½), 11.30 p.m., in 6 hours, fare 3 fl. 44 kr.
Rumberg (51), 11.0 p.m., in 10¾ hours, fare 6 fl.

*Juterbogk to

Luckau (30), 9½ a.m. in 6 hours, fare 1 fl. 9 kr.
Treuenbrietzen (11½), 2¾ p.m., in 1¾ hours, fare 12½ sgr.

*Kempten to

Memmingen (20¾), 11 p.m., in 4 h.
Ulm (54½), 11 p.m., in 10½ hours

* Kiel to

Copenhagen, 9 p.m., in 13½ hrs., by steamer per Korsor
Eckernforde (16), at 12 noon, returning at 12 noon, in 3 hours
Eutin (28), at 11½ a.m., ret. at 10 p.m., in 6 hrs.
Heiligenhafen (53½), 11½ a.m., in 10¾ hours, ret. 5½ p.m., fare 4 fl. 21 sh.
Lübeck (48¾), at 11½ a.m., in 10½ hours, fare 4 fl. 51 sh.
Preetz (9½), 11½ a.m., in 1¾ hr., returning 3½ a.m.; fare 85 sh.
Schleswig (30½), 12 noon, in 9 hours.

*Kissingen to

Bruckenau (17), 11.10 a.m., in 4 hours, fare 2 fl. 6 kr.
Fulda (35¾), 11.10 a.m., in 8½ hrs., fare 4 fl. 14 kr.
Gemunden (23), 4½ a.m., in 5 h., fare 1 fl 33 kr.
Meiningen (33½), 9½ p.m. in Summer only, in 6¾ hours, 9 p.m. in winter, in 7½ hrs., fare 3 fl. 52 kr.
Schweinfurt (14½), 2.55 p.m., in 2½ hours, fare 1 fl. 50 kr.
Wurzburg (38), 2.55 p.m., in 6½ hours, fare 2 fl. 59 kr.

*Kohlfurt to

Greifenberg (24½), 4½ a.m., returning at 6½ p.m., in 5 hours, fare 31½ sgr.
Lauban (14), 4½ a.m. and 3¾ p.m. in 2½ hours, fare 18 sgr.

*Konigsberg to

Cranz (19½), 6 a.m., and 4 p.m. in Summer, in 3½ hours, fare 25½ sgr.
Gumbinnen (71¾), 7 a.m. 4 & 8 p.m., in 12½ and 10¾ hours, fare 124 and 108½ sgr.
Rastenburg (62½), 8 a.m. 5½ and 10 p.m., in 12 hours, fare 94 sgr.
Petersburg by Tilsit
Tilsit (71¾), 7 a.m., 4 and 8 p.m. in 12¾ hours, 10 p.m., in 15¾ hrs

*Laibach to

Carlstadt (82), 3 p.m., on Monday, Wednesday, & Saturday, & Briefpost daily, in 17 hrs., fare 9 fl. 36 kr.
Klagenfurt (51), 3 a.m., in 12½ hours, fare 5fl. 52kr.
Neustadtl, 3 p.m., returning 8¾ a.m., in 9¾ hours
Villach (67½), 3 p.m., in 14½ hours, fare 7fl 36kr

* Landau to

Bergzabern, 7.22 a.m. and 7.12 p.m., per Winden
Carlsruhe (21), 8 a.m. and 3 p.m., in 4 hours
Germersheim, 7.30 a.m. and 2 30 p.m., in 2½ hours
Pirmasenz, 3 30 p.m., returning 4 a.m., in 5½ hrs; fare 2fl. 30kr,

Landeshut to

Freiburg (14½) 2½ a.m., & 3½ p.m., in 3 hrs., fare 19½sgr.
Hirschberg (19½) 12 noon, and in summer at 2 a.m., in 4½ hours, fare, 25½sgr
Jauer (19½), 2 a.m and 3½ p.m., in 4½ hours, fare 28½ sgr.
Waldenburg (13½) 3½ p.m., in 2¾ hours, fare 18sgr.

Landsberg to

Schwiebus, (43,) 4 a.m., in 10¾ hours, fare 1th. 25½sgr.

Landshut to

Altotting (38) 9½ p.m., in 8 hrs., fare 4fl. 24kr.
Burghausen (47½) 9½ p.m., per Vilsbiburg, in 9¾ hrs., fare 5fl. 28kr.
Deggendorf (55½), at 9½ a.m., returning at 11¾ p.m., in 10 hours, fare 5fl. 52kr.
Ingolstadt (46½) 10 a.m., in 10 hours.

Landshut to

Neustadt (28¾) 10 a.m., in 6¼ hrs.
Passau (82), 4 a.m., per Vilshofen, in 18¼ hours; 9¼ p.m. per Vilsbiburg, in 16 hours, fare 9fl. 8kr.
Regensburg (39½), 9 a.m., 2 and 9.30 p.m., in 7¾ hours, fare 4fl. 44kr., and 2 fl. 33 kr.
Salzburg (82), 9¼ p.m., in 18¼ hrs, fare 9fl. 28kr.
Straubing (33½), 9¼ and 2 p.m. in 6¼ and 7 hours

***Lausanne** to

Bern (55), 8 a.m., and 6 p.m. per Murten, in 10¼ hours; 9.40 a.m., per Yverdon, in 8¾ hours, and 7 a m. per Romont, fare 12f. 65c. and 15f. 90c.
Domo d'Ossola (280) 9¼ a.m., in 30 hrs., fare 33f. 70c. & 40f. 50c.
Frieburg (58½), 8 a.m., and 6 p.m., in 8¼ hours, and 7 a.m., per Romont, in 6¾ hours, fare 8f. 95c.
Geneva (56), per Railway.
Milan (344½), 9¼ a.m., in 52¾ hrs., fare 50f. 40c.
Neufchatel (65), per Railway.
Paris, 5¾ a.m. & 4.0 p.m., in 24 and 26 hrs.
Payerne (43¾) 8 a.m. & 6 p.m., in 4¾ hours, fare 6f. 25c. and 7f. 70c.
Sallins, 5¾ a.m. and 4.0 p.m., in 10¼ and 13¼ hours; fares 11fr. 55c. and 17fr. 80c.
Sion (Sitten) (92) 3 and 9¼ a.m. in 10¼ hrs., f. 10f. 10c.
Vevay (12), 3 and 9¼ a.m., in 2 hrs., fare 1 f. 95c. & 2f. 55c.
Yverdun (30) per Railway.

Lauterbach to

Alsfeld (10½), 8.50 a.m., in 2 hrs., fare 40kr.
Fulda (15¾), 4.25 p.m., in 2¾ hrs., fare 60kr.
Giessen (39½), 3¾ a.m. per Grünberg, in 7¾ hours, fare 80kr.
Grünberg (25½) 3¾ a.m., in 5 hours, fare 82kr.
Herbstein (6¾) 5 p.m., returning 7 a.m. in 1½ hour, fare 28kr

Lauterbach to

Neustadt (26½), 8.50 a.m., in 5¼ hours
Schlitz (9½), 4½ p.m., in 1¾ hour, fare 36kr.

Lecco to

Bergamo, 7½ a.m., in 4 hrs., fare 1 fl.
Chiavenna (44), 4.30 p.m., in 8 hours, fare 2fl. 40kr.
Colico, 4½ p.m., in 5 hours, fare 1 fl. 30 kr.
Milan, 2½ p.m., per Monza, in 5¾ hours, fare 195 kr.

***Leipsic** to

Borna (16), 8 p.m., in 2¾ hours, fare 22 ngr.
Chemnitz (50), 8 p.m., in 9 hours, fare 54 ngr.
Eilenberg (14½), 12 noon and 10½ p.m., in 2¾ hours, fare 16 ngr.
Grimma (18½), 6 a.m., 12 noon 5 and 6 p.m., in 3¼ hours, fare 19 and 12 ngr.
Rochlitz (30¾), 5 p.m., in 5¾ hrs, fare 28 ngr.
Waldheim (39), 12 noon, in 8 hrs., fare 37 ngr.
Zeiz (27¾), 5 p.m., in 5 hrs., fare 25 ngr.

Lemberg to

Brody (63¾), 6 p.m., in 12 hours, fare 7 fl. 20 kr.
Czernowitz (178), 4 p.m., per Tarnow, in 35 hours, & 7 p.m., per Stanislau, in 39 hours, fare 22 fl. 4 kr.
Czortkow (115½), 5 p.m., Monday, Wednesday, and Friday, in 24 hours; ret. 2.50 a.m., Sunday, Wednesday, & Friday, fare 13 fl. 20 kr.
Dembica (142½), 1.30 p.m., in 20½ hours, 7 a.m. and 7 p.m., in 26¾ hours, fare 20 fl. 30 kr.
Hermannstadt (513½), 4 p.m., Thursday and Sunday, in 136½ hours, fare 47 fl. 4 kr.
Krakau (220¾), 12½ p.m., in 26½ hours, 7 a.m. and 7 p.m., in 32½ and 34½ hours
Odessa, 4 p.m. Sundays, and Tuesdays, 6 p.m., Wednesdays, per Czernowitz, in 97 hours; also 6 p.m. Mondays and Fridays, per Brody, in 88 hours
Tarnopol (76½), 4 p.m., in 14 hrs., fare 8 fl. 48 kr.

***Leobschutz** to

Neisse (35), 9¾ p.m., in 7 hours fare 52½ sgr.

***Liegnitz** to

Glogau (35¾), 9½ a.m. & 11½ p.m., in 6 hours, fare 46½ sgr.
Goldberg, 5½ & 9½ a.m., 11½ p.m in 2½ hours
Hirschberg (35¾), 9½ a.m. and 11½ p.m., in 7½ hours, fare 46½ sgr.
Lüben (13½), 6 & 9½ a.m. and 11½ p.m., in 2½ hours, fare 18 sgr.
Rawitsch (48), 9½ a.m., in 9½ hrs. fare 2fl 3kr.

***Liestal** to

Balsthal, 6.20 a.m., and 5.35 p.m in 3½ hours, returning 5½ a.m. and 3½ p.m., fare 2fr. 70c.

Limburg to

Coblentz (27¾), 6 a.m. & 5.15 p.m., in 5½ hours, fare 2 fl. 6 kr. and 2 fl. 27 kr.
Diez (3½), 6½ a.m., 1 & 8 p.m., in ¾ an hour, returning 5 and 11½ a.m. and 7 p.m., fare 15 kr.
Dillenburg (34¾), 1 p.m., in 6¾ hrs. fare 3fl.
Frankfurt-on-Maine (39½), 4 a.m., in 7¾ hours, fare 3 fl. 24 kr.
Giessen (37), 12½ and 11 p.m, in 7¾ hours, fare 3 fl. 12 kr.
Hadamar (5½), 1.0 and 8½ p.m., in 1 hour, fare 24 kr.
Runkel (5½), 7 a.m., 8½ p.m., in 1 hour, fare 24 kr., ret. 4½ and 10¾ a m.
Weilburg (13½), 12 30 and 11 p.m., in 2¾ hours, fare 1 fl. 3 kr. and 1 fl 14 kr.
Wetzlar (27¾), 12.30 & 11 p.m., in 5¾ hours, fare 2 fl. 6.kr. and 2 fl. 27 kr.
Wiesbaden (27¾), 4 and 7 a.m., & 3½ p.m., in 5½ and 7½ hours, fare 1 fl. 45 kr. and 2 fl.

***Lindau** to

Bregenz (6¾), 5 a.m., and 1 p.m., in 1 hour
Chur (57¾), 4½ and 9 a.m. and 1½ p.m., per Rorschach, in 7¾ & 8 hours.
Milan (307½), 4½ and 9 a.m., in 29¾ hrs.
Romanshorn, 8¾ a.m., 12.20 and 4 p.m., in 1 hour, by steamer.
Rorschach (14), 4½ & 9 a.m., 1¾ and 4.50 p.m. in 1½ hour, per steamer

*** Lindau to**

St. Gallen (25½), 4½ & 9 a.m., 1.15 and 4.50 p.m., in 2½ hrs. fare 3f. 25 sgr.
Zurich (101¾) 8.50 a.m., & 12.20 & 4 p.m., per Romanshorn, in 4½ hours.

*** Linz to**

Braunau (67¼), 1 p.m, and per Lambach, 4.25 a.m., in 14 hours, fare 7 fl. 36 kr.
Budweis (61¼), 5 p.m. and Brief-post daily, in 12½ hours, fare 7 fl. 4 kr.
Hall (23), 7 a.m, in 4 hours, ret. 4 p.m., fare 1 fl. 3 sgr.
Innsbruck (187), 3½ p.m., in 36½ hours, fare 21fl. 36kr.
Ischel, 4.25 a.m., per Gmunden, in Summer, in 12 hours, fare 3 fl. 11 kr.
Munich (156), 4½ a.m. and 2 p.m., in 28½, and 30, hours.
Passau (60), 6 a.m., in 12½ hours, fare 6 fl. 56 kr.
Prague (151½), 5 p.m. in 33¾ hours, fare 17 fl. 28 kr.
Regensburg (134½), 6 a.m., in 21 hours, fare 14fl. 10kr.
Salzburg (83½), 1½ p.m. & 2 p.m., in 12¾ hours, fare 576 kr.
Scharding (18½), 6 a.m., in 9 hrs. fare 5 fl. 36 kr.
Vienna per Railway

*** Lubeck to**

Eutin (20¾), 6 p.m, in 3¾ hours, returning at 6½ p.m.
Hamburg (38), 11 p.m., in 6¾ hours.
Heiligenhafen (43), 12 noon in 10½ hours
Kiel (48¾), 6 p.m., in 11¾ hours
Neumunster (51), 6 p.m., in 15 hrs.
Schwerin (39½), 9¾ p.m., in 6¾ hrs.
Wismar (35¾), 11½ a.m., in 5½ hrs.

*** Lucerne to**

Aaran (45), 1½ p.m., per Sins, in 6¾ hrs, also by railway.
Arth (20½), 8½ a.m. in 2½ hrs., fare 2fr. 40c.
Basel (97), by Railway
Bellinzona (100), 7¾ a.m., and 2.20 p.m. in 17½ and 18 hrs., fare 27f 8c

Lucerne to

Bern (60), per Railway.
Brunnen (25), 6, 7¾ and 10½ a.m., and 2.20 p.m., in 1¾ hour, fare 2 f. 80 c.
Camerlata (222), 7¾ a.m. and 2.20 p.m. in 26 hours, fare 36fr. 50c.
Einsiedeln (55½), 7¾ a.m., and 2.20 p.m., in 6½ and 8¾ hours, fare 7 fr. 40c.
Escholzmatt (39¾), 3 p.m., in 5 hours, fare 4 fr. 75 cts.
Glarus (98¼) 7¾ a.m. in 10 hours., fare 12 fr. 85cts
Lungern 33½) in Summer 7½ a.m., in 4½ hours, returning at 2 p.m.; also 7¾ a.m., returning at 10 a.m. in 6¾ hours, fare 5fr. 50c. and 7fr. 20cts.
Milan (259) 7¾ a.m. and 2.20 p.m., in 28 hours, fare 41fr. 55c.
Schwyz (32½), 7¾ a.m. and 2.20 p.m., in 2½ and 4¾ hours; fare, 3 fr. 70 cts.
Sins (18½) 1¾ p.m. in 2½ hours, fare 2fr. 25c.
Uznach (78¾), 7¾ a.m., in 8¼ hours, fare 10fr. 10c.
Zug, 7 a.m. & 9.15 p.m., in 2½ hrs., fare 3fr. 40c.; 10 a.m., and 1½ p.m. in Summer, in 2¼ hours; fare 4 fr. 10 cts.
Zurich (33), 7 a.m. per Albis, in 6 hrs.; and 9.15 p.m., per Horgen, in 7 hours.; fare, 7fr. 20c., and 8fr; 10 a.m. and 1½ p.m. in 6, 7¾ hours.

*** Ludwigsburg to**

Backnang (14½), 6.45 p.m., in 3¾ hours, ret. at 6½ a.m., f. 1fl. 5kr.

Luneburg to

Blekede (14½), 1 p.m., in 3 hours, returning at 5 a.m., fare 21ggr.
Bozenburg (19⅛), 1¾ p.m., in 4 hours, fare 21½ ggr.
Dannenberg (33½), 9½ a.m., returning at 9 a.m., in 7 hrs, fare ½ggr.
Lauenburg (12½), 1¾ p.m., in 2¾ hours, fare 13¾ggr.

Luxemburg to

Arlon (18¾) 4½ a.m. and 12½ p.m. in 3 hours, fare 2fr. 50c.
Diekirch (23) 9 a.m., and 2 p.m. in 3¾ hours, fare 3 fr.

Luxemburg to

Echternach (23) 2, in Winter 1 p.m. in 4½ hours, fare 3 fr.
Remich (15) 3½, in Winter 2½ p.m. in 3 hours, fare 1 fr. 75 c.
Thionville, per Railway.
Trier (28¾), 3 p.m., in summer also 6 a.m., in 5 hours; and 11½ a.m., in 4½ hours, fare 4 fr. 50 c., and 5fr. 50c.

*** Lyons to**

Pontarlier (201½), 3 p.m., in 22 hours, fare 18fr.
Turin 10 a.m., in 24 hours, fares, 52fr. 70c., and 45frs. 30c.

*** Mantua to**

Cremona, 2 and 8 p.m., in 7½ hours; and 9½ a.m. per Casalm, in 10½ hours, fare 10½ lire
Modena (48), 1 a.m., Monday, Wednesday, and Friday, in 7½ hours, fare 11 lire; 8 a.m. per Guastalla.
Verona (52), 11 p.m. in 4½ hours.

Marburg (in Kurhessen) to

Battenberg, 9½ a.m. Sun., Mon., Wed., & Fri., in 7½ hrs.; 8 a.m. Tues., Thurs., and Sat., in 8¾ hrs., fare 27½sgr.
Biedenkopf, 8 a.m., and 5 p.m., in 3½ hrs., fare, 20sgr.
Corbach (37) 9½ a.m., Sun., Mon., Wed. and Fri., in 9¾ hours, fare 41½sgr.
Frankenberg (20¾) 9½ a.m. and 5 p.m. in 4 hours, fare 22½sgr.
Laasphe, 8 a.m., in 4¾ hours, fare 34½sgr.
Olpe, 8 a.m. per Creuzthal, in 13¾ hours
Siegen, 8 a.m., in 12 hours, fare 2th. 28 sgr.
Vohl, 9½ a.m., Sundays, Mondays, Wednesdays, & Fridays, in 8 hours, returning at 6 a.m.

*** Marburg (in Steiermark) to**

Klagenfurt, 9 p.m., in 16½ hours, fare 8fl. 48kr.

Marienbad to

Budweis (139), at 9½ p.m., Tuesdays, Thursdays, and Saturdays, in 31½ hours, fare 16fl.
Carlsbad (25¼), 5½ a.m. in summer, in 5¾ hours, in winter 5 a.m., in 5¾ hours, fare 3fl. 4 kr.

Marienbad to

Eger (18½), 1½ a.m., and 2.45 p.m, in summer also 4⅝ a.m., in 3¼ hours, fare 2fl. 8kr.
Franzensbad (22), 1½ a.m. and 2 45 p.m.; in summer, also at 4⅝ a.m., in 4¼ and 4 hours, fare, 2fl. 32kr.
Hof (48½), in Summer only. 1½ a.m. & 2 45 p.m., in 11½ and 19 hours, fare 5fl. 36kr.
Klattau (72⅞), 9½ p.m., in 13¼ hrs., fare 8fl. 24kr.
Pilsen (47½), 9½ p.m., in summer also, 9 a.m. in 9 hrs. f 5fl. 28kr.
Prague (106½) in Summer only, 5½ a m., per Carlsbad, in 23 hrs, 9 a m. per Pilsen, in 19¼ hours, fare 12fl. 16kr.

* Marseilles to

Nice, daily at 9 a.m , and 8 p.m., in 24 hours. Fares, coupé 40fr interior, 32fr. also Malle-postes, but in winter these do not carry passengers.

* Mayence to

Alzei (20⅞), per Wörrstadt, 6 a.m. in 3⅝ hours, fare 1fl. 14kr.
Bingen (15⅝), 10½ p.m., in 3 hrs., fare 74 kr.
Coblentz (55½), 10½ p.m., in 9⅞ hours, and 7½ a.m., in 12 hours, fare 5fl. 12kr.
Creuznach (25⅝), 10½ p.m., in 5¼ hours, fare 2fl. 3kr.
Frankfurt-on-Maine, (20⅞), 12¼ night in 3½ hours
N. Ingelheim (9⅝), 6 & 10½ p.m., in 1⅝ hours, returning 7 a.m., and 9¾ p m., fare 42kr.
Sprendlingen (18⅝), 4½ p.m., in 3½ hours, ret. at 5½ a.m., fare 68kr.
Wöllstein (20⅝), 5¾ p.m., in 4 hrs., returning at 4½ a.m., f. 1fl. 16kr.
Wörrstadt (13½), 6 a.m., and 5⅝ p.m., in 2½ hours, returning at 5⅝ a.m., and 4⅝ p.m., fare 50kr.

Memmingen to

Augsburg (46), 12 noon per Buchloe, in 7⅝ hours, fare 4fl 15kr.
Biberach (22), 2⅝ p.m. in 4½ hours, fare 1fl. 55kr.
Buchloe (27⅝), 12 noon, in 5⅝ hrs.
Günzach, 4 a.m., in 4½ hours
Kempten (20⅝), 4⅝ p.m., in 4½ hrs.
Ulm (33½), 3¼ a.m., in 6½ hours.

Metz to

Arlon (51½), 6 a.m., in 8 hrs., fare 9fr. 60c. and 11fr. 20c.

Metz to

Boulay (16⅞), 4 and 6 a.m., in 3 hours, fare 1fr. 25c. and 1fr. 50c.
Chalons-sur-Marne (90), 3 p.m. in 15 hrs., fare 13fr. and 14fr. 75c.
Sedan (81⅞) 1 p.m., in 13 hrs., fare 15fr. and 18fr.

* Milan to

Arona 51) 12 night, in 8 hours.
Basel (349) 5¼ a.m., and 3 p.m., in 40 hours, fares 47fr. 80rp., and 56fr. 50rp.
Bellinzona (95), 5⅝ a.m., and 3 p.m. in 9¾ hours.
Bologna (171½) 2 p.m. Sun., Tues. Thurs. & Sat., in 24 hrs., fare 41f. 40c.
Chiavenna (78½), 5⅝ a.m. and 3 p.m., in 12½ hours, fare 12f. 40c.
Chur (203⅝), 5⅝ a.m and 3 p.m., per Bellinzona, in 24¾ hours, f. 30f. 60c.
Colico (60), 5⅝ a.m. and 3 p.m., in 6 hours, fare 5lire 75c.
Cremona (67½) 6 a.m. and 7 p m. in 12 and 10 hours, fare 11 lire, and 14½ lire.
Domo d'Ossola (136½) 12 night, in 19½ hours, fare 16f. 70rp.
Florence (254) 2 p.m. Sunday Tuesday, Thursday, and Saturday, in 40⅝ hours, fare 71 lire.
Frankfurt, 5⅝ a.m. and 3 p.m., per Basel, and 5¾ a.m. and 3 p.m., per Chur, in 49 and 67¼ hours.
Geneva (384) 12 night, per Sitten, in 62 hours, fare 56fr. 60c. and 65fr. 70c.
Genoa (109⅜) 6 & 11 a.m. and 10 p.m. per Novara, in 15 & 13½ hrs, fare 21 lire 50c. also 5 a.m. per Vigevano in 10½ hours, fare 17fr.
Innsbruck (307½), at 10.37 a.m., per Verona, in 32 hours
Lausanne (344⅜) 12 night, in 51 hrs., fare 50fr. 40c.
Lindau (213⅜), per Rorschach
Lugano (66), 5¼ a.m., and 3 p.m., in 5½ hrs., fare 8fr. 30c., and 9fr. 20c.
Lucerne, 5⅝ a.m. &3 p.m., in 27½ hrs., fare 40fr. 60c. and 46fr. 50c.
Mantua (117⅝), 7 p.m., in 15⅝ hrs., fare 8fl. 30kr.
Modena (143⅜) 2 p.m., Sun. Tues. Thurs. and Sat., in 20 hrs., fare 35 lire 40c.
Parma (104½), 2 p.m., on Sunday, Tuesday, Thursday, & Saturday, in 14 hours, fare 26 lire 60c.

* Milan to

Piacenza (57⅞), Sun., Tues., Thrs., & Saturdays, 2 p.m., in 7½ hours, ret. Sun., Mon., Wed., & Fridays, at 1½ a.m., fare 16 lire 25c.
Rorschach (216), 5¾ a m. and 3 p.m., per Chiavenna, in 29¾ hrs.
St. Gallen (207⅜), 5⅝ a.m. and 3 p.m., in 30⅝ hours.
St. Gothard, 5⅝ a.m. and 3 p m., in 19¾ hrs., fare 25fr. 5rp.
St. Maurice, 12 night, in 45 hrs. fare 43fr. 75rp.
Schaffhausen (166½), 5⅝ a.m. and 3 p.m., per St. Gallen, in 42½ hours, fare 5⅝f. 30rp.
Sesto Calende (41½), 12 nt., in 5⅝ hours, f. 6 lire 30c. & 8 lire 10c.
Splugen (106½) 5⅝ a m. and 3 p m., in 18¾ hours, fare 20fr.
Turin (99½), 5 a.m., per Vigevano, in 16½ hours, 7 a.m., & 12 noon, and 12 night, per Ticino, in 8, 8¾, and 10 hrs., fare 13 lire 65c. and 24 lire 85c.
Vigevano (32½) 5 a.m. in 5 hours fare 1 lire 20c.
Zurich (169½), 5¾ a.m. and 3 p.m. per Chur, in 42½ hours; also 5¾ a.m. and 3 p.m. per Lucerne, in 37 hrs., f. 48fr. 30rp.

* Minden to

Dielingen (31½) 1 a.m. in 5½ hrs., returning 5½ p.m., fare 42sgr.
Lübbecke (14½), 1 and 10 a.m., and 4¾ p.m., in 2½ hrs., f. 19½sgr
Oldenburg (86⅜) 1 a.m. per Damme in 16⅞ hours, fare 104½sgr.
Stolzenau (19½), 5½ p.m. in 4 hours, fare 32 sgr.
Sulingen (31½), 5½ p.m. Monday, Wednesday, and Saturday, in 8 hours, fare 50¾sgr.

Modena to

Bologna (21), 10 a.m., Monday, Wednesday, and Friday, and Briefpost daily, in 4 hours, fare 7 lire 80 c.
Milan (143½), 1 p.m. daily, and 1 p.m., Sunday. Tuesday, Thursday, and Saturday, in 20 hrs., fare 30 lire 79 c.
Mantua (48½), 10 a.m., per Messageries, 1 p.m., Sunday, Wednesday, and Friday, in 7⅝ hrs., Briefpost daily, fare 11 lire, also 5 a m., per Guastalla
Parma (38), 1 p.m., in 6 hours, fare 11 lire

*** Muhlhausen** (Prussia) to

Cassel (51), 4 p.m. per Bischhausen, in 12 hrs., fare 70½ sgr.
Eisenach (22), 2⅓ a.m., in 4½ hours, fare 28⅓ sgr.
Gotha (33), 9½ a.m., 7 p.m., and 12 night, in 4½ hours, fare 30 sgr.
Göttingen (38), 1 a.m., in 7⅓ hours, fare 62 sgr.
Heiligenstadt (20⅔), 1 a.m., in 4 hours, fare 27 sgr.
Langensalza (11⅓), 9½ a.m., 7 p.m., and 12 night, in 2 hours, fare 15 sgr.
Nordhausen (41⅓), 1 a.m., and 4½ p.m., in 9 hrs., 3½ a.m. per Sondershausen, in 8 hours, fare 55⅓ & 50⅔ sgr.
Sondershausen (25⅓), 3½ a m., in 4⅔ hours, fare 31⅓ sgr.
Wanfried (13⅓), 4 p.m., in 3 hrs. fare 21 sgr.

*** Munich** to

Aichach (32½), 4½ p.m., ret. at 4 a.m., in 6 hrs.
Altotting (56½), 5 a.m., in 10⅓ h., fare 6 fl. 32 kr.
Berchtesgad (97), 6½ a.m. and 5½ p.m., in 15⅔ and 18½ hrs., fare 10 fl. 56 kr.
Bruckenau, 5½ p.m., in 21⅔ hours
Eichstadt (65), 4 a.m., per Ingolstadt, in 14 h., fare 7 fl. 28 kr.
Erding, 3 p.m., in 4 hours, returning 6 a m.
Ingolstadt (48½), 4 a.m., in 14⅔ hours, fare 336 kr.
Innsbruck, by railway, per Kufstein.
Kissengen, 5 a.m., and 5½ p.m. in 17½hours.
Kreuth (40½), 6½ a.m., and 12 noon, in ½ hours fare 4 fl. 40 kr.
Landsberg (34⅔), 3 p.m., in 6¾ hrs , ret. at 4 a.m., f. 2 fl. 15 kr.
Linz (150½), 6½ a.m., in 28 hours, fare 20 fl. 6 kr.
Mittenwald (69⅓), 5.35 a.m , per Railway, in 12⅓ hours, fare 7 fl. 10 kr.
Passau(117⅔), 6 a.m per Plattling, and 6 p.m per Landshut, in 19⅓ and 21⅓ hours, fare 13 fl. 40 kr.
Regensburg (82), 6 a.m., and 6 p.m., in 10⅔ and 11½ hours, also 10½ a.m., in 10⅔ hours, fare 9 fl. 32 kr.
Reichenhall (86⅔), 6½ a.m. and 5½ p.m., per Inzell, in 12⅓ and 15⅓ hours, fare 9fl. 44 kr.

*** Munich** to

Salzburg (87⅔), 6½ a m , 12 noon, and 5½ p.m., per Rosenheim, in 13⅔ hours, fare 9 fl. 56 kr.
Straubing (75), 10½ a.m., and 6 p.m., per Landshut, in 10 hours fare 8 fl 48 kr.
Tegernsee (33⅓), 6½ a.m. and 12 noon, in 3⅔ hours, fare 3 fl. 52 kr.
Tolz (33½) 6½ a.m., and 12 noon, in 3⅔ hours, fare 4 fl.
Traunstein (67½), 6½ a.m., 12 noon, and 5½ p.m., in 9½ hours, per Rosenheim.
Vienna (271⅔), 6½ a.m. & 5½ p.m., per Salzburg, in 36 hours.

*** Munster** to

Bocholt (45), 10 a.m., ret. 4⅔ a.m. in 12⅔ hours
Burgsteinfurt (18½), 1.0 and 7½ p.m., in 3½ hrs., fare 24 sgr.
Coesfeld (23), 10 a.m. & 7 p.m. in 4 hours, fare 30 sgr.
Enschede (39⅔), 1 p.m. in 10½ hours, fare 51 sgr.
Ludinghaus (17), 5 p.m., ret. 6 a.m., in 3½ hours, fare 24 sgr.
Warendorf (15⅔), 8½ a.m.. and 7 p.m. in 2¾ hours, returning at 5⅔ a.m. and 6¾ p.m., fare 21 sgr.
Wesel (52), 9⅔ a.m., in 9 hours, fare 67½ sgr.

Nachod to

Glaz (24½), at 9 a.m. in 5⅔ hours

*** Neisse** to

Glaz (32½), 12 noon, in 7½ hours fare 42 sgr.
Leobschutz (33½), 10½ p.m. in 6½ hours; fare 52 sgr.
Neustadt (17), 12 noon, and 10½ p.m , in 3 hours, fare 22½ sgr.

Neuburg to

Augsburg (32½), 6½ a.m per Donauworth, in 6½ hours; 4½ a.m., in 7 hours; fare 1 fl. 21 kr,
Donauworth (20⅔), 6½ a.m., and 1 p.m., in 4½ hrs., fare 2fl. 24kr.
Eichstadt (12½), 7½ a.m., in 3 hrs. fare 1 fl. 36 kr
Ingolstadt (13½), 5 p.m., in 2⅔ hrs. fare 1 fl. 36 kr.

Neufchatel to

Aarberg (30), 9½ a.m, and 5½ p.m., in 3 hrs., fare 4f. 15c. & 5f. 10c.
Basel, 1½, 7, and 10½ a.m., and 1½ p.m., per Olten, fare 16 f. 30 c. and 20 f.
Bern (31), 9⅔ a.m. and 5½ p.m., in 5¼ and 5¾ hours, fare 7 fr. 50 c. and 9 f. 30 c.
Besançon, 4.0 and 10½ a.m., per Chaux de Fonds, in 12½ h., fare 13 fr.
Biel (16), 7 and 10½ a.m., 1½ and 4½ p.m., in 2½ hours; by Steamer, 1½ a.m., by Post, in 3 hrs., fare, 4fr.
Chaux de Fonds, 4 & 10½ a.m. and 2 & 4½ p.m., in 4½ hours; fare 3 fr.
Freyburg, 5½ a.m. per Murten in 4⅔ hours, fare 5 fr, 80 c.
Geneva, 8 and 11 a.m., 1 and 4⅔ p.m., in 5 and 6 hours; also, 3 a.m., per Post-waggon, 8½ hrs.
Lausanne, 3 a.m., in 6 hours; 8 and 11 a.m., 1 and 4⅔ p.m., in 3½ and 4½ hours.
Locle (20), 4 & 10½ a.m. and 2 p.m. in 5¼ hours, and 4 p.m. per Ponts, in 4½ h., fare 4f. 25c.
Paris, 6 a.m., in 23 hours; 6 p.m., in 24 hours, fare 49f. 90c., and 61 f. 10 c.
Yverdun, 8 and 11 a.m., 1, & 4⅔, p.m. per Steamer, in 2 hrs, and 3 a.m. in 3½ hours, fare 4f. 90c. and 6f.
Zurich (70), 1⅔, 7, and 10½ a.m , and 1½ p.m., in 8½ and 7⅔ hours, (from Biel per Railway).

*** Neumarkt** to

Nürnberg (22), 6.25 a.m. & 10.10 p.m., in 4½ hours, fare 2 fl. 32 kr.
Regensburg (40½,) 4½ a.m. & 8.50 p.m., in 8 & 7⅔ hours, fare 4 fl. 40 kr.

Neustadt-on-the-Oder to

Apolda (27⅔), 8½ a.m., and 10½ p.m., in 6 hours, fare 34 sgr.
Cahla (9½), 8½ a.m. and 10½ p.m., in 2½ hours, fare 12 sgr.
Gera (20⅔), 2.55 a.m. and 7.20 p.m. in 4⅔ hours, fare 27 sgr.
Jena (18½), 8½ a.m., and 10½ p.m., in 4½ hours, fare 24 sgr.
Saalfeld (18½), 6.10 a.m. and 7.5 p.m., in 3½ hours, fare 25½ sgr.
Schleiz (12½), 11.55 night, in 2⅔ hrs. fare 16½ sgr.

Neuwied to

Coblentz, 8¾ a.m. in 2½ hours.
Dierdorf (13½), 7 p.m., in 2¾ hrs., fare 18 sgr.
Linz (13½), 6½ p.m., in 2½ hours, ret. 6 a.m., fare 18 sgr.

Nice to

Genoa, 11½ a.m., in 26 hrs., fare, 40tr.
Turin, 11 p.m. in 22 hours.

Nordhausen to

Blankenburg (26½), 8 a.m., in 6 hours, fare 35 sgr.
Eisleben (35¾), 5 a.m. and 7 p.m., in 6½ hours., fare 46½ sgr.
Erfurt (49½), 6½ a.m. and 4 p.m. in 8½ hours, fare 70 sgr.
Halberstadt (41¾), 2½ a.m. per Quedlinburg, in 11½ hours; 9 p.m. per Wernigerode, in 10¾ hours; 8 a.m. per Blankenburg, in 7¾ hours, fare 52¾sgr.
Halle (56½), 5 a.m. and 7 p.m., in 11 hours, fare 75¾ sgr.
Harzburg (38), 12 night, in 8¾ hours, fare 63¾ sgr.
Hasselfelde (17) 8 a.m., in 3½ hrs., fare 22½sgr.
Heiligenstadt (32½), 12 noon and 8¾ p.m., in 6 hours, fare 43½sgr.
Muhlhausen (41½), 12 noon 8¾ p.m in 8¾ hrs.; and 6½ a.m., per Sondershausen, in 8 hours, fare 55½ sgr.
Nordheim (44¾), 10½ p.m., in 8¾ hours, fare 53½ sgr.
Osterode (34¾), 10½ p.m., in 7 hrs., fare 42 sgr.
Quedlinburg (35¾), 2½ a.m. in Summer, per Alexibad, in 8½ hrs, fare 54½ sgr.
Sondershausen (12¾), 6½ a.m. and 4 p.m., in 2½ hrs., fare 19½ sgr.
Wernigerode (30), 9 p.m., in 7¾ hours, fare 39 sgr.
Witzenhausen (47½), 8¾ p.m., in 12 hours, fare 61½ sgr.

*** Nordlingen to**

Aalen (22), 6.0 p.m., in 4 hours, fare 1fl. 35kr.
Dinkelsbühl (18½), 8½ a.m., in 3¾ hours, fare 128 kr.
Ellwangen (23) 6½ p.m. in 4½ hrs., fare 1fl.
Heidenheim (24½), 11.15 a.m., in 4½ hours, fare 127 kr.
Stuttgart (70½), 11.15 a.m. per Süssen, in 10 hrs, and 6.0 p.m., per Aalen, in 12 hours, fare 5 fl. 23kr. and 4 fl. 52 kr.

*** Nordlingen to**

Süssen (44¾), 11.15 a.m., in 7¾ hrs., fare 217 kr.

*** Nuremberg to**

Amberg (39½), 11½ a.m., in 6 hrs., fare 4fl. 32kr.
Ansbach (26½)7, a.m. and 5½ p.m., in 5½ hours
Coburg (per Railway.)
Crailsheim (56½), 3.20 p.m., in 7¾ hours, fare 376 kr.
Eger (105½) 11.10 a.m., per M. Schorgast, in 14 hours, fare 2fl. 32kra.
Eichstadt, 7¾ a.m. and 3 20 p.m., per Pleinfeld, in 7½ and 6¾ hours
Neumarkt (22), 4 p.m., and 12 night, in 4½ hours, fare 2fl. 32kr.
Regensburg (62½), 4 p.m. and 12 night, in 12½ and 12½ hours, fare 7fl. 12kr.
Stuttgart (107½), 3.20 p.m., per Aalen, in 15 hours; 7¾ a.m. per Süssen, in 14 hrs., fare 7fl. 34kr.
Waldmunchen (77½), 11½ a.m., in 16 hours, fare 9fl. 28kr.
Weissenburg, 7¾ a.m. and 3.20 p.m., per Pleinfeld, in 3½ hours, fare 3fl. 2kr.

Nymwegen to

Arnheim, 7½ a.m., 12½ and 8½ p.m., in 2 hours, fare 1f 40c
Cleves (13½), 6 p.m., in 2½ hours, fare 1f. 6 c.

*** Oberhausen to**

Mülheim (4½), 7¼ and 10.35 a.m., 2.15, 6.15, and 8.40 p.m., in 40 minutes, fare 6 sgr.

*** Offenbach to**

Frankfurt (2½), 8 a.m., and 1 and 9½ p.m., in 45 minutes, fare 12kr.
Seligenstadt (9½), 6 p.m., in 1½ hour, ret. at 5½ a.m., fare 32kr.

*** Offenburg to**

Constance (102), 9½ a.m., in 20 hours, fare 7fl. 19 kr
Donaueschingen (61½), 9½ a.m., & 4½ p.m., in 11½ hrs., fare 330 kr.
Hornberg (28¾), 9½ a.m., and 4½ p.m., in 4¾ hours, fare 1fl. 34kr.
Schaffhausen (85½), 4½ p.m., in 17½ hours, fare 5fl. 25kr.
Stockach (92), 9½ a.m., in 17 hours, fare 7fl. 1kr
Wolfach (23), 11½ a.m., in 4¾ hrs., fare 1fl. 48kr. and 1fl. 20kr.

Oldenburg to

Brake (19½), 6 a.m., in 3 hours
Bremen (27¾),5 a.m. and 1 and 11½ p.m., in 4 hours
Jever (38), 1½ p.m., and 12½ night, in 6½ hours
Lingen (68), 7½ a.m., in 12 hours
Minden (32½), 7½ a.m., in 16½ hours
Neuenburg (30), 1½ p m., in 6¾ hours.
Nienburg (58¾), 11½ p.m., in 10 hrs.
Osnabruck (67¼,) 7½ a.m., in 12½ hours
Quakenbrück (40½), 7½ a.m., in 8½ hours
Varel (19½), 12½ night & 1½ p.m., in 3 hours

Olmutz to

Freudenthal 5½ a.m., in 7¾ hours, returning 12 20 p m.
Prossnitz (11½), 5½ a.m and 3 p.m., in 2 hours, fare 45 kr.

Olpe to

Arnsberg (43¾), 9½ a.m. and 7½ p.m., in 8½ and 9½ hours, fare 57 & 75½sgr.
Cologne (49½), 9.20 a.m. and 10.5 p.m., in 11 hours, fare 2th. 26sgr.
Elberfeld (47½) 9.20 a.m., in 12½ hours, fare 2th. 15½sgr.
Grevenbrück (13½), 9½ a.m. and 7½ p.m., in 2¾ and 3½ hrs., fare 18 and 29sgr.
Gummersbach (15¾), 9.20 a.m., & 10.5 p.m., in 4½ hrs., fare 21 sgr.
Hagen (38), 9.20 a.m., & 10½ p.m., in 8¾ hours, fare 2th. 3sgr.
Kirchen (22) 9 a.m., in 4½ hrs, fare 28½ sgr.
Lennep (39½), 9.20 a.m., in 10½ hours, fare 51 sgr.
Lüdenscheid (30), 9 20 a.m., in 6½ hours, fare 1th. 13sgr.
Siegen (18½), 4.30 a.m., and 6.30 p.m., in 3¾ hours, fare 32sgr.

*** Oppeln to**

Creutzburg (31½), 10¾ a.m., in 6½ hours, fare 42 sgr.

*** Oppenheim to**

Alzey (19¾), at 5 p.m., in 3½ hours, fare 1fl. 4 kr.

*** Paderborn to**

Blomberg (24½,) 1⅝ p.m. in 4½ hrs., fare 31½ sgr
Detmold, (20⅜), 1¼ p.m. in 4 hrs., fare 31½sgr.
Driburg (12½), per Buke
Horn (14½), 1¾ p.m., in 2¾ hours, fare 19½sgr.
Höxter (33½), per Buke.
Lichtenau (10½), 7½ p.m. in 2 hours, ret. at 6½ a.m., f 13½sgr.
Pyrmont (37), 1¾ p.m. in 7 hours, fare 48sgr.
Rheda (26½), 9½ a.m. in 5 hours, fare 31½sgr.
Steinheim (22), 1¾ p.m. per Horn, in 4½ hrs, returning at 10 a.m. fare 28½sgr.

*** Padua to**

Belluno (74), 7 p.m., Monday and Friday, in 16 hours
Ferrara (55½), 8½ a m. and 9½ p.m. in 9½ and 10½ hours, fare 15 lire 60c.
Trient (86¾), 7 p.m. Monday and Friday, and Briefpost daily in 16 hours, fare 29lire 60c.

Passau to

Landshut (82), 12 noon, per Vilsbiburg, in 16½ hours, fare 9fl. 8kr.
Linz (60), at 6 a m , in 13½ hrs., fare 8fl 10kr.
Regen (37), 5 a.m. in 9 hours, returning 11 a.m.
Regensburg (74), 5 a.m. and 8. p.m., in 13 & 14 hrs , fare 520 kr.
Scharding (11½), 6.0 a.m., in 2½ hours, fare 84 kr.
Straubing (46½), 5.0 a.m. and 8 p.m., in 8 hours, fare 5fl. 36kr.

*** Pesth to**

Fünfkirchen (126), 7 p.m. Mondays, in 20¾ hours, returning 8¾ p.m. on Fridays, fare 14fl. 24kr.
Kaschau (154¾), 7 p.m. in 30 hrs, ret. 7 p.m. Also on Wednesdays, at 9.35 p.m., returning on Saturday 9 p.m., fare 17fl. 52kr.

Pilsen to

Budweis (92), Sunday, Wednesday, and Friday, at 7 a.m., in 23½ hours.
Eger (63½). at 5 p.m ; also, at 5½ a.m., in summer, in 12½ and 13 hours.
Marienbad (47¾), at 5 p.m., also at 5½ a.m., in summer; in winter, Briefpost at 6 a.m., in 8 hours.

Pilsen to

Prague (56), at 6 p.m., in 10¾ hours.

*** Plauen to**

Adorf (13½), 12½ noon, 5½ and 8½ p.m., in returning 4, and 8 a.m., and 1½ p.m., in 2¾ hours.
Auerbach (15½), 10 p.m. in 3¼ hours, returning 1.20 p.m.
Ebenstock (28), 10 p.m., in 7 hrs., fare 30ngr.
Elster, (17), 5½ p.m. in 3¾ hours, fare 19ngr.
Franzensbad (32½), 8½ a.m. and 12½ p m. in summer only.
M. Neukirchen (18), 12½ and 8¾ noon. returning 3 a.m. and 12¼ noon, in 4 hours, fare 20 ngr
Schleiz (19½), 11.25 a.m., in 3½ hours, fare 20 ngr
Schönberg (25½), 12½ noon, ret. 5 a.m., in 6 hrs, fare 28ngr.

*** Pleinfeld to**

Eichstadt (19½), 10¼ a.m., and 5½ p.m., in 4¼ hours, fare 1fl. 48kr.
Pappenheim (19½), 5½ p.m. in 3 hrs., returning 5 a.m. & 12 noon.
Weissenburg (5½) 10½ a.m. and 5½ p m., in 1¼ and 1 hour, fare 30 kr.

*** Posen to**

Frankfort-on-the-Oder (115½), 7½ p.m., in 21 and 23 hours.
Gnesen (32½), 8 a.m., 1½ and 11 p.m., in 5½ hours, fare 42sgr.
Krotoschin (65), 8 a.m. and 8 p.m., in 11¾ hours, fare 84sgr.
Pleschen (57¾), 10½ a.m. & 9 p.m. in 12 hrs., returning at 7 a.m. and 10½ p.m.; fare 75sgr.
Warsaw (186), 12½ night, in 32 hrs. fare 255kr.
Wreschen (28), 8 a.m. and 12½ night, in 4¾ hours

*** Potsdam to**

Treuenbrietz (23), 5½ or 6 p.m. in 3¾ hours, returning 3.20 a.m., £ 25 sgr.

*** Prague to**

Asch (121), 3 p.m. in 26 hours, fare 14fl. 16kr.
Budweis (89¾), 5½ p.m. in 15½ hrs., fare 10fl. 24kr.
Carlsbad (78½), 3 p.m., in Summer, also 5 a.m. and 9½ p.m. in 16¼ hours, fare 9fl. 20kr.
Eger (107½), 3 p.m. in summer, also 9½ p.m , in 22 hours; in summer also 6 p.m. per Pilsen, in 24 hours, fare 14fl. 24kr.
Hof (139), 3 p.m., in 29¼ hours, fare 16fl. 8kr.

*** Prague to**

Iglau (82), 5½ p.m., in 16 hours, fare 9fl. 28kr.
Jungbunzlau (33¾), 4 a.m., & 4 p m., in 6 hours fare 3fl. 52kr.
Linz (151½), 5½ p.m. Sundays, Mondays, Wednesday, and Fridays, per Tabor, and Briefpost daily, in 33¾ hrs., fare 17fl. 28kr.
Pilsen (55½), 7, in summer 6 p.m., in 10¼ hours, fare 6fl. 48kr.
Regensburg (148), 6 p.m., in 36 hours fare 15fl. 34kr.
Reichenberg (67½), 4 p.m., in 13½ hours, fare 7fl. 36kr.
Waldmunchen (101½), 6 p.m., in 22¾ hours, fare 12fl. 34kr.

Prenzlau to

Boitzenburg (12½), 3 p.m., Sundays, Mondays, Wednesdays, and Fridays in 2½ hours, fare 16½sgr.
Brüssow (13½), 3½ p.m. Monday, Wednesday, and Saturday, in 4 hours, fare 18sgr.
N. Brandenburg (32½), 1½ p.m. in 6 hours, fare 45½sgr.
Passow (15¾), 4¾ a.m. in 2½ hours, 11⅛ a.m. & 4¼ p.m., in 2½ hours, fare 28sgr.
Stralsund (86¾), 12½ night, in 12¾ hours. and 6½ p m , in 14⅛ hours, fare 150 and 131½sgr.
Strasburg (14½), 3 p.m. Tuesdays, Thursdays, and Saturdays; ret. at 6 a.m., in 3¾ hours, fare 19½sgr.

Pyrmont to

Arolsen (53½). 10 a.m. per Bonenburg, in 11½ hrs , fare 73½sgr.
Blomberg (12½), 7½ a.m., in 2½ hours, fare 19½sgr.
Bonenburg (46½), 10 a.m. in 8 hours, fare 54sgr.
Detmold (27¾), 7½ a.m. per Horn, in 9½ hours, and 8½ a m. per Lemgo, in 8½ hours, fare 40½ sgr.
Hameln (13½), 4 a m., in summer also 4 p.m. in 2½ hrs., fare 22½sgr.
Hanover (41½), 4 a.m. in summer, also 4 p.m., in 7½ and 8½ hours, fare 50½sgr.
Herford (32¾), 8½ a.m., in 6¾ hours, fare 42sgr.
Höxter (18½), 8½ p.m., in 4½ hours, fare 25½sgr.
Lemgo (19½), 8½ a.m., in 4 hours, fare 29¾sgr.
Paderborn (38), 7½ a.m., in 7½ hours, fare 48sgr.

*** Ravensburg to**

Isny (26½), 2.50 p.m. in 6¼ hours. returning 4½ a.m., fare 115 kr.
Wangen (14½), 2.50 p.m., in 3½ hours, ret. 7 a.m., fare 1fl. 5kr.
Wolfegg (11½), 9 a.m., in 2½ hours, ret. 5½ a.m., fare 50 kr.

Regensburg (Ratisbon) to

Amberg (39½), 3 p.m., per Schwandorf, in 9½ hrs., fare 4 fl. 32 kr.
Augsburg (82), at 3 a.m., per Neustadt, in 17 h., f. 9 fl. 36 kr
Bayreuth (82), 3 p.m. per Schwandorf, in 19 hrs, fare 9 fl. 12 kr.
Deggendorf (49½), 5 a.m., per Straubing, in 12¾ h., f 5 fl. 44 kr.
Eger (89¾), 3 p.m., in 19 hours, fare 10 fl. 32 kr.
Frankfort-on-the-Maine (192¾), 2 and 10 p.m. per Bamberg, in 22½ hours
Ingolstadt (44¾), 3 a.m., in 11¾ hours, fare 5 fl. 13 kr.
Landshut (39½), 5 and 8½ a.m., and 9.0 p.m., in 7¾ hrs., fare 4 fl. 44 kr.
Linz (136½), 4 p.m., in 27 hours, fare 15 fl. 6 kr.
Munich (82), 8½ a.m., and 9.0 p m., per Landshut, in 11¼ hrs., fare 9 fl. 32 kr.
Neumarkt (40½), 2 and 10 p.m. in 8 hours, fare 4 fl. 40 kr.
Nurnberg (62½), 2 and 10 p.m. 12½ hours, fare 7 fl. 12 kr.
Passau (75), 5 a.m., and 4 p.m., in 12 hours, fare 8 fl. 40 kr.
Pilsen (92), 4½ p.m., in 23 hours, fare 10 fl. 13 kr.
Prague (152½), 4½ p.m., in 34½ hrs. fare 16 fl. 29 kr.
Straubing (25½), 5 a.m., & 4 p.m., in 4 and 4.50 hrs., fare 3 fl. 4 kr.
Vienna (250¾), 4 p.m., in 37 hrs.
Waldmunchen (43¾), 4½ p.m.. in 11½ hours, fare 5 fl. 4 kr.

Reutlingen to

Calw, 8 a.m., in 7½ hours.
Eningen, 8 a.m. and 10¾ p.m., in 40 minutes, returning 5¾ a.m. and 6 20 p.m.
Riedlingen (33½), 10½ p.m., in 7 hours, fare 2 fl 25 kr.
Tubingen (9½), 8 a.m. & 6½ p.m. in 1¼ hour, fare 30kr.

Riesa to

Lommatzsch (9), 5 p.m., in 2 hrs., returning 5 a.m., fare 10 ngr.

Rochlitz to

Altenburg (19½), 6 a.m., in 4 hrs. fare 21 ngr.
Borna (18), 1½ a.m., in 3¾ hours, fare 20 ngr.
Colditz (6½), 7.45 p.m., in 1½ hour, returning at 5 a.m., fare 8 ngr.
Erlau (7½), 6¾ a.m. and 3½ p.m. in 1½ hour, fare 8 ngr.
Leipsic (31), 5 a.m., in 6 hours, fare 28 ngr.
Waldheim (13½), 5½ a.m., in 2¾ hours, fare 14 ngr., and daily by Mallepost.

*** Romanshorn** to

Constance (19½), 8½ a.m., and 5.38 p.m., in 2 hrs., fare 2fr. 15c.
St. Gallen (18¾), 5.45 p.m. in 2½ hours, fare 2fr. 5c.
Schaffhausen (67½), 2.0 p.m., per Frauenfeld, in 6 hours, and per Railway.

Rome to

Florence, 5 a.m. Mondays, Wednesdays, and Fridays, in 32 hrs., and 6 p.m. in 40 hours

*** Rostock** to

Demmin (40½), 12½ noon, in 8½ hours
Doberan (9½), 10.55 a.m. & 5¾ p.m., in 1½ hours
Stralsund (44¾), 12 noon and 6 p.m., in 8 and 8¾ hours
Wismar (33½), 10.55 a.m., in 5¾ hours

Rudolstadt to

Arnstadt (34½), 12½ night, in 4¾ hours, fare 100 kr.
Dietendorf (39½), 12½ night, in 7¾ hours, fare 121 kr.
Gera (39½), 1¼ and 7½ p.m., in 9¾ and 11 hours, fare 3fl. 30kr.
Neustadt-on-the-Oder (19½), 1¼ & 7½ p.m., in 5½ and 6 hours, fare 1fl. 2kr.
Weimar, 4 and 7½ a.m., in 4¾ hours, fare 88 kr., and 5½ p.m., per Kranichfeld in 5½ hours.

*** Saarbruck** to

Trier (56½), 4¾ p.m. per Wadern, in 12½ hours, fare 2th. 14½sgr.
Wadern (27¾), 4¾ p.m., in 5¾ hrs., fare 37½sgr.

Saargemund to

Forbach (11½), 2½ and 8½ a.m., & 2 p.m., in 2 hours, fare 2¼ fr. and 1¾ fr.
Strasburg (65), 4 a.m. and 2 p.m. in 10 hours, fare 11 and 13 fr.

Saarlouis to

Birkenfeld (34¾), 2½ p.m., in 6¾ hours, fare 46½ sgr.
Creuznach (77½), 2½ p.m., in 16½ hours, fare, 134 sgr.
Trier (40½), per Merzig

*** Salins** to

Pontarlier, 6 a.m., and 10 p.m, in 4½ hours.
Neuchatel, 6 a.m, and 10 p.m., in 10 hours.

Salzburg to

Bruck (143½), 10 p.m., in 32 hrs. fare 17fl. 36kr.
Hallein (9½), 2 p.m., on Mon. & Fri. in 1¾ hour, fare 1fl. 19kr
Innsbruck (104½), 6.35 a.m, in 21 hours, and 10½ a.m., on Monday, Thursday, and Saturday, in 21¾ hours, fare 12fl.
Ischl (33½), 10 p.m., in summer also, 8 a.m. in 7 hrs, f. 4fl. 6kr.
Landshut (82), 11½ a.m., in 19½ hours, fare 7fl. 54kr.
Linz (83½), 8½ a.m. & 10 p.m.; also, 10½ a.m., in 10¾ and 12¾ hours, fare 9fl 36kr.
Munich (87¾), 6 a.m, 6 p m., & 12 night, in 14 hours, fare 8fl. 17 kr.
Reichenhall (10½), 6.35 a m., in 1¾ hour, fare 1fl. 12kr.; also, on Monday, Thursday, and Saturday, at 10½ a.m., in 2 hours.
Villach (137¾), Mon. and Fri. 2 p.m.; and Briefpost daily, in 31 hours, fare 16fl. 66kr.

*** St. Gallen** to

Amriswell, 3½ p.m. in 2 hrs., f. 2fr.
Chur, per Railway.
Constance, 6½ a.m. per Romanshorn, & 3½ p.m. per Amriswell, in 4¾ hours
Herisau, 4.50, 6, 9½, a.m., and 1.20, 5, and 7 p.m.; returning 5.½ and 8.5 a.m.. and 12¾, 4½, 6½ and 8.55 p.m.
Milan, 5 and 9 a.m., per Chur, in 29 hrs., fare 38fr 65c.
Romanshorn, 6¼ a.m., in 2 hours.
Uznach, 4.50 a.m., in 7½ hours, fare 5fr. 5bc.

St. Gervais in Savoy, (Baths) to

Chamouny, three diligences daily.
Sallenches (2 leagues), 3 departures daily between 10 and 12 for Geneva.

*** St. Jean de Maurienne to**

Susa, at 8¼ a m. and 3½ p.m., in 11 hours.

St. Wendel to

Birkenfeld (14½), 11.5 a.m & 7 p.m. in 3 hours, fare 22⅔ sgr.
Creuznach (55½), 11.5 a.m. & 7 p.m. in 11½ hours, fare 87½ sgr.
Grumbach (28¾), 8 p.m. in 8¾ hours, fare 37½ sgr.
Neunkirchen (10½) 4 a m. and 5 p.m., in 2½ hours, fare 15⅔ sgr.
Trier (42½), 8¾ p.m., in 8 hours, fare 64¼ sgr.

Schaffhausen to

Basel (57), 1½ & 10½ a.m., in 7½ and 9½ hours.
Constance (32), at 3.0 p.m., per Stockborn, and 2.5 a.m. per Singen, in 5 and 6 hours
Donaueseching, 4 p.m., in 5 hrs.
Freiburg (52), 9 a.m. per Lenzkirch, in 10⅔ hours, and 4 p.m., per Donaueseching, in 13 hours.
Lucerne (63), 6.5 p.m., in 11½ hrs., per Winterthur.
Milan, 6.5 p.m., in 40½ hours, per Winterthur
Offenburg (85½) 4 p.m. per Donaueseching, in 16½ hours
Rapperswerl (85½), 3.35 a.m., per Wyl, in 14 hours, fare 10fr. 70c.
Stockach (26) 2.5 a.m., in 5½ hrs.
Waldshut, 1½ & 10½ a.m., in 4½ and 5 hours.
Wyl, 3.35 a.m., per Frauenfeld, in 5¾ hours
Zurich (70) 4½ a.m., per Eglisau.

Schleswig to

Eckernforde (13½), 3 a.m. in 3 hours, returning 5½ p.m.
Rendsburg, 2¾ a m., in 3½ hours, fare 1fl. 84sch

Schwalbach to

Coblentz (38), 10½ a.m. and 8½ p.m. in 6¾ hrs., f. 2fl. 42kr.
Ems (26½), 10⅔ a.m. and 8½ p.m. in 4½ hours, fare 1fl. 41kr.
Wiesbaden (10½), 5 a.m. and 2.30 p.m. in 2 hours, fare 44 kr.

*** Schwerin to**

Crivitz (11½), 10½ a.m. & 6.40 p.m., in 1⅔ hours

*** Schwerin to**

Gadebusch, (13½), 10½ a.m. and 4⅔ p.m. in 2½ hours
Goldberg (30), 10½ a.m. in 7 hours, returning at 10 a.m.
Lübeck (39½), 10½ a.m., in 6½ hrs.
Parchim (25½), 10½ a.m., Mondays, Wednesdays, and Fridays, in 5½ hours, returning 11½ a.m. Tuesdays, Thursdays, and Saturdays
Ratzeburg (27¾), 4½ p.m., in 4½ hours, fare 42sgr.
Rehna (20⅔), 10½ a.m. and 4½ p.m. in 3½ hours, fare 45sgr.

*** Sienna to**

Rome, daily except Sunday, 11 p.m., in 28 hours, fare 86 lire

Sitten (Sion) to

Brieg (49), 12.50 & 8.35 p.m., in 6 hours, fare 5fr. 40c.
Martigny, 2.15 and 9.15 a.m. in 3 hours, fare 2fr. 95c.

Solothurn to

Aarberg, 7.5 a.m., in 3½ hours, fare 4fr. 15c.
Balsthal, 3.30 a.m., & 8.40 p.m., in 2 hours, returning at 4 a.m. and 8.45 p.m.
Murten (23), 7.5 a.m., in 5½ hours, returning at 1½ p.m., fare 6 fr. 75 c.

Spremberg to

Bautzen (33½), 11½ p.m., in 5½ hrs., fare 43½sgr.
Cottbus (13½), 2.30 and 9½ a.m., & 6½ p.m. in 2½ hours, fare 18 sgr.
Dresden (49½), 4⅔ p.m., in 10 hrs.
Görlitz (47½), 12 night, in 9½ hrs.
Sorau (38), 5 p.m., in 6½ hours

*** Stettin to**

Anclam (54½), 5⅔ a.m. & 4⅔ p.m., in 9 hrs., and 9⅔ p.m. in 8⅔ hours, fare 94sgr.
Colberg, 6 p.m., & 12 night, per Railway.
Greifswalde (76½), 5⅔ a.m., & 4⅔ p.m., in 13 hrs, and 9⅔ p.m. in 11½ hours, fare 132 sgr
Pasewalk (25½), 5⅔ a.m. and 4⅔ p.m., in 4½ hrs, and 9⅔ p.m. in 4 hours
Pyritz (27⅔), 10.48 a.m. & 11⅔ night, in 5 hours
Stralsund (97), 5⅔ a.m., and 4⅔ p.m. in 16 hrs, and 9⅔ p.m. in 14 hours, fare 168 sgr
Swinemunde (63⅔), 6 p.m., per Altdam, in 13½ hrs., fare 89½sgr.

Stralsund to

Anclam (42½), 6½ a.m., and 8⅔ p.m. in 7 hours, also 4½ p.m. in 5⅔ hrs.
Demmin (34⅔), 2½ and 10⅔ p.m., in 6½ hours, fare 45sgr.
Greifswalde (20⅔), 6½ a.m., and 8⅔ p.m. in 3½ hours, and 4½ p.m. in 2⅔ hours fare 36 sgr.
Pasewalk (71⅔,) 6½ a.m., and 8⅔ p.m., in 12 hours, and 4½ p.m. in 10 hours. fare 93 sgr.
Passow (103), (Berlin) 8⅔ p.m, in 17½ hours, 10½ a.m. in 20 hours, and 4½ p.m. in 14½ hours.
Prenzlau (86⅔), 8⅔ p.m. in 14½ hrs., and 4½ p.m., in 12 hrs.
Rostock (44⅔), 7½ a.m. and 9 p.m. in 7½ and 7½ hours
Stettin (97), 6½ a.m., & 8⅔ p.m., in 15⅔ hours, and 4½ p.m. in 14 hours, fare 168 sgr.
Triebsees (23), 2½ p.m., return 5 a.m., in 3⅔ hrs., fare 60 sgr.

*** Strasburg to**

Kehl, omnibuses meet every train, 11½ a.m., in 1½ hour.

Straubing to

Altotting (52), 9½ a.m., in 11⅔ hours, fare 5 fl. 52 kr.
Landshut (33½), 10 a.m., in 6½ hours; 5½ a.m. in 6⅔ hrs, f. 4 fl.
Passau (48½), 10 a.m. and 8½ p.m., in 8¾ and 7⅔ hours
Regensburg (25½), 4.45 a.m., in 4½ hours, and 2½ p.m. in 4⅔ hours, fare 3 fl. 4 kr.

*** Stuttgardt to**

Aalen (48⅔), 8.40 p.m., in 8½ hours
Augsburg (111), 5½ and 11.10 a.m., in 7⅔ and 8½ hours; 3.35 p.m. in 4⅔ hours
Calw (27⅔), 9.15 a.m. in 5 hours, also, 6.0 p.m., in 5½ hours, fare 1fl. 44 kr.
Ellwangen (58⅔), at 8.40 p.m., per Aalen, in 11½ h., fare 4 fl. 15 kr.
Freudenstadt (47½), 9.15 a.m. and 8.40 p.m., in 10 hours. fare 3 fl. 20 kr.
Gmund (33½), 8.40 p.m., in 6½ hrs. fare 2 fl. 25kr.
Hall (52), 9.5 a.m. per Backnang, and 8.40 p.m., per Schorndf, in 10⅔ hours, fare 3 fl. 19 kr
Hechingen (37), 8.29 a.m. & 8.40 p.m., in 7½ and 7 hours
Heidelberg per Railway.
Lindau (101⅔), per Friedrichshafen

*** Stuttgardt to**

Mergentheim (74), 6.50 a.m. and 5.55 p.m., per Heilbronn, in 15½ and 12½ hours
Nordlingen (75), 8.40 p m. per Aalen, in 13½ hours, and 11.10 a.m., per Sussen, in 11 hours.
Nuremburg (111), 8.40 p.m., per Aalen, in 22 hours, and 11.10 a.m., per Sussen, in 15¾ hours.
Rottweil (58¾), 8.20 a.m. and 8.40 p.m., in 12 and 11¾ hours
Schramberg 8.40 p.m., in 13½ hrs.
Sigmaringen (63¾), 8.20 a.m., per Balingen, in 16 hours, and 8.40 p.m., in 13½ hours, fare 310 kr.
Stockach (86¾), 8.20 a.m., in 19½ hours, fare 375 kr.
Tubingen (22), 8.20 a.m., 4 and 8.40 p.m., in 4¾ hours, fare 95kr.
Tuttlingen (71¼), 8.20 a.m., and 8.40 p.m., in 14¾ hours, fare 310 kr.
Wildbad (41½), 9.15 a.m. in 9½ hrs., 6.0 p.m. per Leonberg, in Summer, in 9 or 10 hours
Wurzburg (101¾), 5 55 p.m., per Heilbronn, in 17½ hours

*** Susa to**

St. Jean de Maurienne, at 12½ night, in 10¾ hours.

*** Sussen to**

Heidenheim (20¾), 7.40 a.m., 1.25 & 4.50 p.m. in 3½ hrs., fare 90kr.

Teplitz to

Bilin (4½), 7.30 a.m., and 5.20 p.m., in 1 hour, returning 5.25 a.m., and 12.25 p.m., fare 45 kr.
Carlsbad (66), 6½ a.m. per Kaaden, in 12½ hours; and 8 a.m., per Kaaden.
Franzenbad (97), 5.50 p.m. in summer, in 18¾ hours, fare 10fl. 45kr.
Marienbad (92), 5.50 p.m., in summer, in 18½ hours, fare 10fl. 40kr.

Tilsit to

Gumbinnen (42½), 9 p.m. in 8 hours, fare 63 sgr.
Konigsberg (71¾), 9½ a.m. and 5½ p.m. in 12¾ hours, fare 98½ and 124 sgr; ; 10 p.m., in 15 hours; and 11½ p.m., in 10½ hours.
Memel (60), 9 a.m. and 8 p.m. in 11½ hours, and 2¾ a.m. in 7½ hrs., fare 78 sgr.
Tauroggen (20¾), 3½ a.m., (in summer, Sundays excepted), in 2½ hours; 2 p.m. Tuesday and Saturday, Sunday 9 a.m., Wednesday 12 noon.

Trient to

Bassano (55½), 5½ p.m., Mon. and Fri., in 10¾ hours, fare 5fl. 44kr.
Belluno (66), 5½ p.m. Monday and Friday, in 17¾ hours
Padua (85½), 5½ p.m. Monday and Friday, & Briefpost daily in 15 hours, fare 9fl. 36kr.
Roveredo, per Railway
Verona, per Railway

Trier (Treves) to

Aix-la-Chapelle (92), 7½ p.m., in 20 hours, fare 141½ sgr.
Bingerbruck (76½), 11 p.m., in winter 4 a.m., in 15½ hours
Birkenfeld (34¾), 2½ p.m., in 7 hours, fare 45 sgr.
Coblentz (72¾), 5½ a.m., in 14¼ hours, and 2 p.m. in 15 hours, fare 106½ sgr.
Cologne (109¾), 6 a m., per Neuwied, in 16½ hours, also 7½ p.m. per Losheim, in 22 hours, fare 155½ sgr.
Creuznach (76¼), 5 a.m. per Thalfang, in 15 hours, 2½ p.m. per Birkenfeld, in 16 hours, fare 109½ sgr.
Eupen (84½), 7½ p.m. per Montjoie, in 21½ hours, fare 109½ sgr.
Kirn (55½), 5 a.m. per Thalfang, in 11½ hours, & 2½ p.m. per Birkenfeld, in 12½ hours, fare 73½ sgr.
Luxemburg (25¼), 5 a.m., in summer only, and 3 p.m. in 5 hours, 10 p.m., Briefpost, in 4¾ hours.
Merzig, 8 a.m., and 11 p.m., returning 10½ a.m., and 7.20 p.m., in 6 hours, fare 43¾ sgr.
Montjoie, 7½ p.m. per Losheim in 15½ hours
Neunkirchen (53½), 6½ p.m. in 11½ hours. fare 69 sgr.
Saarbrück (56½), 8 a.m., and 11 p.m. in 8¾ and 9½ hours, and 6½ p.m. per Wadern, in 10½ hrs., fare 73½ sgr.
Simmern, 11 p.m., in 11 hours, fare, 2th, 12sgr.

Trieste to

Udine (48½), 5½ a.m. and 5¾ p.m. in 7 hours.
Venice, 12 night (Steamer), in 6 hours, fare 8¾fl. and 6½fl.
Vienna, per Railway.

Tubingen to

Claw (23), 11.20 a.m., in 4¼ hours, fare 100 kr.
Freudenstadt (38), 11.20 a.m., in in 8½ hours.
Hechingen (13½), 1.32 a.m. and 1.15 p.m., in 2¼ hours, fare 1fl.
Reutlingen (9½,) 6.15 a.m. and 5½ p.m. in 1¼ hour, fare 30kr.
Rottweil (37), 1.32 a.m. and 1.15 p.m., in 7 hours, fare 2fl. 40kr.
Schramberg (52), 9½ p.m., in 12¾ hours, fare 225 kr.
Sigmaringen (41½), 1.32 a.m., in 9½ hours, also 1.15 p.m., per Balingen, in 11 hrs., fare 3fl. 35 kr.
Stockach (65), 1.15 p.m, in 14¾ hours.
Stuttgart (22), 6 a.m., per Boblingen, in 4¾ hours, 12.40 and 11.50 p.m , in 4½ and 4¾ hours, fare 1fl. 35kr.
Tuttlingen (49½), 1.32 a.m. & 1.15 p.m., in 10 and 10½ hours, fare 215 kr.

*** Turin to**

Chambery, 10.15 p.m., per Susa, in 17 hours.
Lyons, 10.15 p.m. per Susa, in 27 hours, fares, 52f. 70c. and 45f. 30c.
Milan, 7.20 and 11.5 a.m. & 5.10 p.m. per Novara, in 9½ hours
Nice, 5 p.m. in 22 hours

Tuttlingen to

Hechingen (35¾), 1.0 a.m., and 12.20 p.m., in 8 hours, fare 155 kr.
Rottweil (17), 1.0 a.m., and 12.20 p.m. in 3 hrs.
Stockach (14½) 1.0 a.m., in 2¾ hrs., fare 65 kr.

Tattlingen to

Stuttgart (71¾), 1.0 a.m., and 12.20 p.m., in 16¼ hours, fare 310 kr
Tubingen (49½), 1.0 a.m., and 12.20 p.m., in 9¾ hours, fare 215 kr.

Udine to

Casarsa, 3, 8½, and 11½ a.m., in 4 hours, fare 1fl. 4c.
Klagenfurt (104½), Mondays, Tuesdays, Thursdays, Fridays, and Saturdays, 10 a.m., in 19½ hours, fare 12fl.
Trieste (48½), 8½ a.m., and 9 p.m. in 9½ hours, fare 4fl. 54kr.
Villach (79½), Mondays, Tuesdays, Thursdays, Fridays, and Saturdays, 10 a.m., in 14¾ hours; Briefpost, daily, fare 9fl. 12kr.

* Ulm to

Blaubeuern, 9½ a.m., & 6½ p.m., in 2¼ hours, returning 6 a.m., and 3½ p m.
Kempten (54½), 10 a.m., in 11 hr.
Memmingen (33½), 10 a.m., in 6½ hours

Uznach to

Brunnen, 8¼ a.m. in 6¼ hrs., fare 7fr. 30c. and 9fr.
Einsiedeln, 8¼ a.m., in 4 hours, fare 4f. 30c.
Herisau, 1 p.m., in 5¾ hours, fare 4f. 55c. and 6f. 70c.
Luzern, 8¼ a.m., in 10¼ hours, fare 10f. 10c.
St. Gallen, 1 p m., in 6¾ hours, fare 5f. 55c. & 7f.
Wattwyl, 7.40 a.m., 1.0 and 6½ p.m., in 2½ hours, fare 1 fr. 95 c. and 2 fr. 40c.
Wyl, 7.40 a.m., and 1 p.m., in 4¾ hours, fare 4fr. 5c.
Zurich, by Railway and Steamer.

* Venice to

Trieste, 6 a.m. (steamer) in 6 hrs., fare 8½ and 6½ fl.

* Verona to

Legnago (32½), 2 p.m. in 6 hours, returning at 5 a.m.
Roveredo, per Railway.
Trient, per Railway.

Vevay to

Berne, 6½ & 11¾ a.m., in 11½ hours and 4 p.m. per Moudon, in 15¼ hrs, fare 12f. 25c. and 15f. 10c.
Freiburg, 6½ and 11¾ a.m., in 7½ hours.
Lausanne, 10.15 a.m., & 6.30 p.m. in 2 hours, fare 1f. 95c. & 2f. 55c.
St. Maurice, 5.0 and 11.15 a.m. in 3½ hours, fare 3f. 65c.
Saanen, 6½ a.m. per Bulle, in 15 hours, returning 6 a.m., in 11 hours, fare 9f. 95c.

* Vienna to

Budweis (120), 8 p.m per Horn, Mondays, Wednesdays, and Fridays in 22½ hours; 8 p.m. per Krems, in 23½ hours, fare 12fl. 31kr.
Innsbruck (302¾), 7 a.m., per Linz, in 44½ hours.
Ischl (199), 8.40 a.m. per Bruck, in 31½ hours, fare 18fl. 35kr.
Krems (46), 8 p.m., in 7½ hours.
Munich (252), at 7 a.m. and 8½ p m., per Salzburg, in 37 hours., also per Leipsic, fare 32fl. 31kr.
Passau (175½), 8½ p.m., in 22 hrs., fare 23fl. 36kr. and 20fl. 36kr.
Regensburg (242¾), 8½ p.m., in 30½ hours, fare 30fl. 50kr., and 27fl. 50kr.
Salzburg (249¾), 8.30 a.m., in 18 hours 7 a.m., in 19¾ hours.
Warsaw, 8½ p.m., in 26½ hours, per Railway.
Znaim (53½), 6.10 a.m., & 8 p.m., in 9½ and 10½ hours; also 8 p m. in 9½ hours; fare 5fl. 12 kr.

Waidmunchen to

Amberg (43¾), 8 p.m. per Rötz, in 8½ hours, fare 296 kr.
Nuremberg (80¾), 8 p.m. per Rötz, in 16½ hours, fare 568 kr.
Pilsen (48½), 6 a.m., in 10½ hours, fare 5fl. 5kr.
Prague (101½), 6 a.m., in 22 hours, fare 11fl. 17kr.
Regensburg (43¾), 8 p.m., in 10¾ hours, fare 5fl. 4kr.

* Wiesbaden to

Coblentz (48½), 8½ a.m. and 6 p.m. in 9½ hours, per Rudesheim, fare 3fl. 26kr.

* Wiesbaden to

Dillenburg (62½), 6½ a.m., in 13½ hours, fare 4fl. 23kr. and 4fl. 38kr.
Ems (37), 8½ a.m. and 6 p.m., in 7 and 7½ hours, fare 2fl. 25kr.
Limburg (27¾) 6½ a.m., 2 & 4 p.m., in 5½ hours, fare 1fl. 45kr.
Schwalbach (10½), at 8½ a.m. and 6 p.m., in 2½ hours, fare 44, 62, and 70kr.

Wildbad to

Calw (13½), 8 a.m., in 2¾ hours; returning at 3 p.m., fare 54kr
Freudenstadt (27¾), 12¾ p.m., in summer Tuesdays, Thursdays, and Saturdays, in 5¼ hours, are 2 fl.
Mühlacker (25½), 6.30 a.m., in 5 hours.
Pforzheim (15¾), 6.30 a.m., in 3½ hours, fare 1fl. 10kr.
Stuttgart (41½) 8 a.m., in 9 hrs. fare 2fl. 38kr.

* Wismar to

Boltenhagen (15¾), 10½ a.m. Wednesday & Saturday. in 3½ hours returning at 9 a.m. in summer only, fare 35 schil.
Doberan (23), 9.15 a.m., in 4 hrs.
Grevesmühlen (12½), 10¾ a.m. and 5½ p.m., in 1¾ hour, fare 27½ schil.
Lubeck (35¾), 10½ a.m., in 5½ hours
Rostock (34¾), 9.15 a.m., in 5¾ hrs.

* Wittenberg to

Torgau (28¾), 5 p.m., in 6½ hours, fare 37½ sgr.

* Woldenberg to

Deutschkrone (33½), 7½ a.m., in 6¾ hours

* Worms to

Alzey (13½), 6 a.m. per Pfedderah, in 2¾ hours, fare 54 kr.
Bensheim (11½), 6 and 9½ a.m., and 5¾ p.m. in 2 hours
Kirchheimbol (15¾), 4½ p.m., in 4 hours, fare 1fl.

* Wurzburg to

Ansbach (47½), 4½ a.m., & 8½ p.m., in 9 hours, fare 5fl. 28kr, and 5fl. 3kr.
Arnstein, (18¾), 5½ p.m. in 3 hrs., returning at 5 a.m., fare 33kr.
Augsburg (135½), by Railway.

***Wurzburg to**

Bischofsheim (18¼), 5 50 p.m. in 3½ hours, fare 112 kr.

Bruckenau (43¾), 4.20 a.m., per Schweinfurt, also 9½ a.m., per Gemünden, in 8 and 10½ hours.

Eger (Prague), 4.20 a.m. per Schweinfurt, in 21 hours

Fulda (57¾), 4.20 a.m., per Schweinfurt, in 15¼ hours

Heidelberg (86¾), 5.50 p.m., per Boxberg, and 5.35 p.m., per Miltenberg, in 16½ hours, fare, 3fl. 51kr. and 3fl. 30kr.

Heilbronn (71¾), 1 p.m., in 15¾ hours, fare 6fl. 8kr.

Kissingen (33½,) 4.20 and 10.10 a.m., and 5½ p.m., per Schweinfurt, in 6½ hours, fare 2fl. 59kr.

Kitzingen (12¼), 8 a.m., 1 and 5.20 p.m., in 2¼ and 2 hours, fare 1fl. 28kr.

Meiningen (66), 5½ p.m., in 11½ hours, per Schweinfurt

Mergentheim (25½), 1 p.m., in 5 hours, fare 2fl. 36kr.

Miltenberg (38), 5.35 p.m., in 7¼ hrs., fare 1fl. 42kr.

Munich (155½), by Railway.

Neuses, 5½ p.m., returning at 4 a m., in 4½ hours.

Neustadt, 1 p.m., in 8¼ hours.

Stuttgart (97), 1 p.m. per Heilbronn, in 19 hours

Uffenheim (23), 4½ a.m., & 8½ p m. in 4¾ hours, returning 12¾ p.m., and 1 a.m., fare 2fl. 40kr. and 1fl.

*** Wurzburg to**

Wertheim (22), 5.35 p.m., in 4¼ hours, fare 1fl. 3kr.

*** Yverdun to**

Bern, 10½ a.m. per Murten, in 7¾ hours, fare 9fr. 10c. and 11fr. 40c.

Chaux de Fonds, 11 a.m., 12 noon, and 2.0 and 10 p.m.

Freiburg, 10½ a m. per Payerne, in 6½ hours, fare 5f. 75c.

Moudon, 5 a.m., in 3¾ hours, returning at 4¾ p.m., fare 1f. 90c

Neufchâtel, 9 55 p.m., in 3½ hrs; 7 & 11 a.m.; 2 and 5½ p m., in 2 hours, per Steamer, fare 4f. 95c. and 6f. 10c.

Payerne, 10½ a.m., in 3 hours, fare 3f. 5c. and 4f.

*** Zittau to**

Gorlitz (22), 5 a.m., in 4½ hours, fare 24ngr.

Gr. Schönau (5½), 12 noon, and 4 p.m., in 1 hour, returning 8 and 8¼ a.m.

Niedergrund (13½), 12 noon in 2½ hours, returning at 7 a.m., fare 15ngr.

Reichenberg (16½), 5 a.m. and 3½ p.m., in 3½ hours, fare 18ngr.

Zug to

Arth (11¾) (Rigi), 5.40 p.m., in 1¼ hours; 9.30 a.m and 1 p.m., by Steamer, in 1¼ hours, in Summer only.

Bremgarten, 2¼ p.m. per Affoltern, in 3¾ hours, ret. 8.5 a.m.

Brunnen (30), 1 p.m., per Arth, in 4½ hours, fare 4f. 20c.

Horgen (18¾) 12.10 noon, 4½ p.m., & 12.10 night, in 2½ hours, fare 2f. 70c., and 3f. 30c.

Zug to

Luzern (24¾), 2,15 and 5.40 p m. in 2¾ hours; 9½ a m. and 1 p.m., per Steamer, in 2¼ hours, in Summer only.

Sins (11½), 2¼ p.m. returning at 10.30 a.m., in 1¼ hour, fare 1f. 15c.

Zürich (32½), 12 10 night, per Horgen, in 4 hours; 9¾ a.m. per Albis, in 3½ hours; 12.10 and 4½ p.m. per Horgern, in Summer only, 3¾ and 4 hours, fare 4f. 60c. and 5f. 60c.

*** Zurich to**

Arth, 2¼ a.m., per Albis, in 4¾ hrs 4.50 and 7.50 a.m. per Horgen.

Constance (40), 2.25 p.m. in 6¼ hrs. per Frauenfeld; 5½ a.m. per Mullheim, in 3½ hours; 6.10 p.m. per Weinfield, in 5 hours.

Lucerne (33), 2¼ p.m., per Albis, and 10 p.m. per Horgen, in 7¼ and 6 hours, fare 8 fr. and 7f. 20c. and per steamboat 4¾ and 7¾ a.m.

Ilan, 10 p.m , per Lucerne in 34¾ hours; 7½ p.m., per Chur, in 36¾ hours; and 5½ a.m., and 6.10 p m., per St. Gallen, in 37¼ and 40 hours.

Schaffhausen, 5 p.m., per Eglisau, in 4¾ hours, fare 4fr. 70c.

Zug (Rigi), 2¼ p.m., in 3¼ hours, per Albis; and 10 p.m., per Horgen, in 4 hours, 4¼ and 7¾ a.m. by steamer.

*** Zwickau to**

Carlsbad (53¼), in Summer only.

Dresden (69¾), per Chemnitz and Riesa

Kirchberg (9), 7 p.m., returning at 6 a.m. in 2 hours, fare, 10ngr.

Lichtenstein, 7¼ p.m., returning at 6¼ a.m., in 1¾ hours, fare 8 ngr

FRANCE.

(WITH MAP IN SPECIAL EDITION.)

France extends from the foot of the Eastern Pyrenees in the lat. of 42·25, in almost a perpendicular line, to Dunkirk, in the department of the Nord, in the lat. of 51·2 N. The superficies is equal to 128 millions of acres, 92 millions of which are in a state of cultivation, and 32 millions unproductive. The historical records of monarchical, imperial, and revolutionary France, are so well known to every reader, as to render unnecessary a lengthened notice of its history. France could boast of an unbroken dynasty up to the close of the eighteenth century, at which period the social grievances endured by the people, produced an internal convulsion, that ended in that sanguinary event called the "French Revolution." The productive industry of France, which first began to be developed after the accession of Charlemagne, is now important and extensive.

The silk manufactures of France were given birth to by the luxury of the court of Francis I. and now we find that the raw silk imported in 1851 amounted to 2,291,500 lbs. against 136,800 in 1792, shewing an increase of seven-fold. These large importations, added to the supply from our own soil, furnishthe raw material for by far the largest silk manufacture in the world.

In the reign of Louis XIV., and under the premiership of Colbert, new roads were made into the interior, and new markets were thrown open for foreign commerce. The workmen of Venice and Flanders filled the workshops of France; and during a period of 20 years, productive industry in that country bid fair to attain the highest pinnacle of success; but in 1685 all these brilliant prospects were destroyed by the death of Colbert and the revocation of the edict of Nantes. The revolution of 1789 removed the gloom; and science coming to the aid of industry, with intelligence governing physical labour, soon gave it a strong and lasting impulse, which, since 1814, has been steady and sure, and to-day France as a manufacturing country stands second only to England in the amount of her productions and the value of her exports. The statistical summary of the trade of France for 1851, published by authority, makes the declared value of the imports and exports amount together to 2,614 millions of francs, or £104,560,000, of which the exports are put down at £60,890,000, and the imports £43,760,000.

France has rapidly improved in her agricultural system of late years, and has become eminent for the cultivation of beet-root, which crop produces annually 45,484 tons of raw sugar. In her arts and manufactures she has also been signally and successfully progressive; and in no branch of these more so than in her cotton, the importation of which into France amounted in 1851 to 130,000,000 lbs. In 1792 it was 19,000,000 lbs., the increase being nearly seven-fold. The consumption is about one-fifth to one-sixth of our own. The woollen and linen manufactures are carried on in that country with great success, indeed the woollen and worsted trades of France are of startling magnitude, the importation of sheep's wool amounted in 1851 to 101,201,000 lbs.; whilst in 1792 it reached only 7,860,000 lbs., being an increase of over twelve-fold. Thiers estimates the value of woollen cloth made in France at £16,000,000. In 1851, her importation of coal and coke reached the prodigious quantity of 2,841,900 tons. In 1792, it amounted to only 80,000 tons. In iron she imported 33,700 tons. As regards commerce, France cultivates an extensive inland and foreign trade, from both of which she enjoys much advantage. She possesses only one privileged Bank, that of France; it is under the direction of a governor, nominated by the Emperor, at a salary of £4,000 per annum.

DIFFERENT ROUTES TO PARIS.

1. Calais Route.—London to Paris Direct, *via* Dover and Calais, in 12½ Hours, viz.:—Departure from London for Dover, 8½ p.m.; arrival at Dover, 11 p.m.; departure from Dover, 11½ p.m.; arrival at Calais, 1 a.m.; departure from Calais, 2 a.m.; arrival in Paris, 9.10 a.m. By this direct train the luggage is only examined on arrival in Paris. There is also a train at 8.30 a.m.; for particulars of time, &c., see advertisement. Travellers landing at Boulogne and Calais, or any other French sea port, intending to proceed to Italy, Switzerland, or Germany, without making any long stay at Paris, should ask at once to have their passports *visé* for Marseilles, Bale, or Strasburg, as the case may be, stating that they do not intend to stay in Paris. This will be done, and then the passport will not require to be *visé* in Paris, and the fee of about 8 francs will be saved. They will receive a provisionary passport, which will cost 2 francs. The railroad station at Calais is close to the quay where the steam-packets land their passengers, and every facility is given them for departure. The Passport-office is at the Station, and there is a good refreshment room also. The steam-boats can enter and leave Calais except for about 1½ hour before and after low water. The French mail-boat leaves Dover at 4.30 p.m.; the English mail-boat at 11½ p.m.; and one of the steamers of the South Eastern Company every day at 11 a.m., (see advertisement.) There are also three departures from Calais for Dover, every day.

2. Boulogne Route.—London to Paris, direct, in about 10¾ hours, by the South Eastern Railway and their Packets from Folkestone. See advertisement.

3. London to Paris, direct by London and Brighton Railway and Steamers from Newhaven to **Dieppe,** and from thence to Paris by Railway. For fares, times of sailings, &c., see advertisement.

4. London and Calais.—By Steam direct from London Bridge Wharf, twice a week, by the General Steam Navigation Co.'s Packets. Voyage performed in about 8 hours—Fares 12s. and 8s.—See page 198.

5. London and Boulogne.—By Steam direct from London Bridge Wharf, by the General Steam Navigation Co.'s Packets. Voyage performed in about 8 hours.—Fare 14s. and 10s. (See page 197.)

6. By South Western Railway (*via* Southampton and Havre) the route, though interesting, is somewhat longer, owing to the sea passage to Havre. (For hours of departure from Southampton and Havre, see Alphabetical Steamers, pages 207 & 192.)

By an arrangement entered into between the London and South Western, the Rouen and Havre, and Havre and Paris Railways, in conjunction with the New South Western Steam Navigation Company's boats, passengers may pay their passage-money throughout to Paris at the Waterloo Station.—First class, 28s.; Second class Railway and 2nd Class Cabin, 20s.

7. London and Dunkirk.—By the General Screw Steam Shipping Co.'s Steamers direct from Irongate Wharf two or three times a week. Fares 10s. and 7s. See List of Sailings, page 198.

Money.—Accounts in France are kept by francs and centimes; the modern gold coins are pieces of 10fr., 20fr., and 40fr. The decimal system being adopted in reckoning throughout France, all calculations are made on that principle. The chief coins are *centime*, a copper coin, equivalent to about a fifth part of an English halfpenny; *sou*, of the value of 5 centimes, equal to 1 halfpenny English; silver coins, 20 centimes, a quarter of a franc or 25 centimes, a half franc, a franc, equal to 9½d. English, 2 francs, 5 francs; gold coin, a *Napoleon*, equivalent to 20 francs, or 15s. 11d. of our English money. An English sovereign realizes 25 francs, varying according to the rate of exchange. Travellers to Bordeaux, Bayonne, Pau, the Pyrenees, &c. &c., should change their English money for Napoleons at Calais, Dieppe, Havre, or Boulogne, otherwise they will have to submit to a discount of from 25 to 50 c. in the £1, at the railways hotels, &c.

Passports. See pages xxxiii to xxxviii.

Explanation.—Five furlongs, or 1094 yards English, are equal to 1 kilometre; 4 kilometres are equal to 1 French league, or 2½ miles.

Visitors or Travellers in France desirous of more ample and detailed information of all the chief places of interest and resort, the Scenery, Cities, Cathedrals, Public Buildings, Customs, Manners and Historical Reminiscences, &c. &c., are referred to BRADSHAW'S ILLUSTRATED HANDBOOK FOR FRANCE, containing clear and distinct Maps of the Country, Plans of the Cities and Towns, &c.—(*This Handbook is peculiarly adapted to meet the requirements of Travellers of both sexes—is portable and convenient, and also elegantly got up.*) PRICE FIVE SHILLINGS.

Those who travel for Health are referred to BRADSHAW'S COMPANION TO THE CONTINENT, with remarks on climate, and the influence of travelling, by EDWIN LEE, Esq., (author of the French and German Baths, on Nice and Malaga, &c. &c.) The work is also descriptive, combining an interesting and valuable Guide to the Works of Art, Interest, and places of resort in Europe, with its invaluable directions to invalids and others in respect to the various climates, mode of travelling, diet, &c. Price 7s. 6d.

DESCRIPTIONS, &c., OF TOWNS.

Abbeville. — *Stat.*, *Northern of France.*—HOTEL:—

TETE DE BOEUF.—

A fortified town, containing about 18,000 inhabitants, situated on the river Somme, twelve miles from the bathing-place of St. Valery-sur-Somme, from whence William the Conqueror sailed to England in 1066. The Northern of France line is open to St. Valery.

CONVEYANCES.—Railway Trains to Amiens, Paris, Boulogne, &c., see Time Table, page 18.

Agen.—*Stat.*—13,000.—HOTEL:—

HOTEL ST. JEAN.—

A large town on the Garonne, about 100 miles above Bordeaux, on the road from Toulouse, with a fine bridge, and noted for its plums.

View of Valley of Garonne from rock L'Ermitage very fine.

CONVEYANCES.—Railway, see page 34 Steamer to Bordeaux, see page 181.

Aix.—Hotel:—
Hotel du Parc.

An ancient city of France, formerly the capital of Provence, but now in the department of the Bouches du Rhone. Population about 24,000; 530 English miles from Paris, and 18 from Marseilles. It was founded by Caius Sextius Calvinus, a Roman general, 128 years before the Christian era, and received the name of *Aquæ Sextiæ*, from its famous springs. It is a well-built town, and the streets are in general well paved, as well as wide and clean. The monastery of Jacobins, or Dominicans, would be one of the finest structures in Provence were it completed. The mineral springs were accidentally re-discovered in 1704, when the medals, inscriptions, &c., which were dug up, confirmed the opinions of antiquaries as to their being the springs known to the Romans.

Conveyances.—Railway, see page 46.

Alais—*Stat.*, *Nimes and Alais*, Hotel—Hotel du Commerce—is situated in Lower Languedoc, on the Gardon; 13¼ leagues or 30 English miles, north of Nismes; population 17,800. It carries on some trade in grain, olives, oil, wine, and silk.

Conveyances.—Railway, see page 48.

Alby.—*Stat.*—12,000.

Hotel:—Desprats,—good and reasonable.

An ancient city, situated in the plain of Languedoc, and in the centre of one of the best corn districts in France, and is the chief town of the department of the Tarn.

The Cathedral of St. Cecile is a fine Gothic building of brick, and abounds with splendid frescoes. The tower is 290 feet high, and of curious design. The Gothic tracery of the choir is remarkably beautiful. The only other buildings of any interest are the Préfecture, formerly an Episcopal Palace, and the Church of St. Salvi.

Alençon.—*Stat.*—15,000.

Hotel:—Grand Cerf,—good.

A prosperous town, situated on the Sarthe, and chief town of the department de l'Orne. Once celebrated for its lace, called "Point d'Alençon," but the manufacture of which has now nearly ceased. The Cathedral is the only building worthy of notice.

Conveyances.—Railway to Le Mans, Chartres, Paris, Mezidon, Rennes, &c., see page 24.

Amboise-sur-Loire.—*Stat.*, 4,600—
Hotel:—Lion d'Or.

Charming old town with noble old castle, formerly the residence of the Kings of France, now used as barracks, and commands a fine view. Near the castle are the curious caverns, "Greniers de César."

Conveyances.—Rail to Tours, Poitrers, Bordeaux, Orleans, Paris, &c See page 34.

Amiens.—*Stat.*, *Northern of France*—Hotels:
Hotel du Rhin, Place St. Denis, close to the railway, one of the first in the town, and highly recommended for cleanliness, and moderate charges.

Hotel de France et d'Angleterre—first-rate, and highly recommended. Landlord, Mr. Fontaine. Omnibuses at the station convey passengers to the Hotel, where there are private carriages for the use of travellers.

Population 49,000. 92 miles N. of Paris. An ancient, handsome city, having several fine streets with splendid shops. From the central position of Amiens, between Boulogne, Calais, Brussels, and Paris, it is a most desirable place for travellers to sleep at when they wish to avoid arriving in Paris at an inconveniently early hour in the morning, than which there is nothing more annoying, as the best hotels are always closed, and the expense of being driven from place to place is very considerable. The 10.30 train in the morning affords time for one to breakfast and visit the Cathedral before starting, and then reach Paris by two in the afternoon.

Diligences leave the Hotel d'Angleterre for Rouen at 8 a.m., performing the journey in 12 hours. Fares—Coupe, 14fr. 50c.; Interior, 12fr. 50c.; Banquette, 10fr. 50c. For St. Quentin at 7 a.m., and arrive at 4 p.m.

Objects of Attraction.—The Château d'Eau, the Palais de Justice the Hotel de Ville, built by Henry IV., the Corn Market, and particularly the Cathedral, the very lofty nave of which is considered a masterpiece of architecture. This town is celebrated for the treaty of peace concluded here in 1802 between France and England.

Conveyances.—Railway trains to Abbeville, Boulogne, and Paris, &c., see pages 13 to 15 and 18.—To Belgium, see Time Table, page 63.

Angers.—*Stat.*, *Tours and Nantes.*—Hotel:—
Cheval Blanc.

Population, 43,000. 216 E. miles S. W. of Paris, on the river Maine in the department of the Maine et Loire. It contains a public library, good cathedral, museum of paintings, cabinet of natural history and medicine, botanical gardens, public baths, and a large gloomy old castle, with some fine old houses and boulevards. The principal articles of manufacture and commerce are linen, cotton, sugar, corn, oil, wax, honey, wine, spirits, vinegar, coals, lime, marble, slate, and silk handkerchiefs,

Conveyance. — Railway to Tours, Nantes, Orleans, Paris, &c., see pages 36.

Angouleme.—*Stat.*, *Paris nd Bordeaux.*—
Hotel:—
Des Etrangers

This town is situated on the Charente, 275¼ English miles from Paris, and 73¾ from Bordeaux, containing a population of 19,400. It is a very old town, built on a hill bristling with rocks, and surrounded by an extensive and beautiful terraced promenade which commands fine views. The air is very pure and bracing, yet does not agree with delicate constitutions.

Angoulême has few objects worth noticing except the cathedral (re-built in 1816, and topped by a gothic steeple,) a theatre, a cabinet of natural and physical history, and a library containing 18,000 vols. In the environs are some paper-mills, which produce an excellent article. The trade consists in corn, wine, ardent spirits, hemp, flax, chestnuts, saffron, cork, and paper.

Conveyances.—Railway to Libourne, Bordeaux, Tours, Nantes, Orleans, Paris, &c. See page 34.

Arles.—*Stat., Marseilles and Lyons.*—HOTEL: HOTEL FORUM.

An irregularly-built town, situated on one of the embouchures of the Rhone; contains about 23,000 inhabitants, and is alike celebrated for the beauty of the women, which is heightened by their picturesque costume, and for its Roman remains, of which the principal is an amphitheatre in a tolerable state of preservation. Adjoining the cathedral are the cloisters, of which the Gothic arches, supported by finely-sculptured pillars, are good specimens of architectural skill in the earlier periods of Christianity.

Places worth visiting are—

The remains of the Roman Theatre, the Museum, where many early Christian tombstones, statues, &c., are preserved, and Les Champs Elysées, converted by the Christians into a burial-ground, where numbers of their tombs still remain, and where is a chapel dedicated to St. Honorius. The Cathedral, a building of the 6th century, by B Vigilius, has a splendidly ornamented doorway Also the bridge of boats, and ruins of a larger amphitheatre than at Nismes, but more imperfect.

CONVEYANCES.—Railway to Marseilles, Nimes, Montpellier, &c., see Time Tables, pages 46 & 47.

Arras.—*Stat., Northern of France.*—HOTEL: HOTEL DU GRIFFON.

Population 22,000.—134 miles N. of Paris. A place of considerable trade, on the Scarpe, which divides it, and is here joined by the Crinchon. The town is built partly on an eminence, and partly on the plain, and consists of four distinct divisions—the City, the Upper Town, the Lower Town, and the Citadel, besides several suburbs. The Esplanade, in the centre, is a fine promenade. The city is on the site of Nemetocenna, the capital of the Atrebates, which Cæsar took about 50 B.C.. This part of Arras is very beautiful, formed of houses of hewn stone. The public squares are surrounded by buildings in the Gothic style. The Cathedral, dedicated to Our Lady, is a large Grecian building, finished in 1832, the ancient one having been destroyed in the great Revolution. Robespierre was born here. Manufactures of cotton linen and tapestry.

CONVEYANCES.—Railway to Douai, Valenciennes, Paris, &c., see Time Tables, pages 12 to 15.

Asniers.—*Stat.*—1500.

This place is situated on the left bank of the Seine, about five miles from Paris. It is noted for the beauty of its position, and the elegance of its houses, and is a favourite resort of the Parisians. The park of Asniers is celebrated for its amusements, concerts, balls, fireworks, &c., taking place there on Sundays and fête days. It is also the scene of several regattas during the summer.

CONVEYANCES.—Rail to Paris, St. Germain, Argenteuil, &c., see page 19.

Auch.—HOTEL:—De France.

Population 10,000; 421 English miles from Paris, 68 from Pau, and 11½ from Montastruc. The town is built in the form of an amphitheatre on the top of a hill, watered by the river Gers; the streets are narrow and ill-built, with the exception of some in the upper quarter. The traveller wil not fail to notice the church of Notre Dame, built in the reign of Clovis, with its superb portals, surmounted by two square towers; also the archbishop's palace, the statue of d'Estigny in the Place Royale, and the promenade at the extremity of the place, where one has a splendid view of the Pyrenees. A considerable trade is carried on in woollens, stuffs, thread, cotton, wines, ardent spirits, goose' feathers, and cattle.

CONVEYANCES.—To Tarbes, Agen, and Malvoisen, daily.

Auteuil.—*Stat* —

A pretty little town about three miles from Paris and near the Bois de Boulogne, St. Cloud, &c. it was the favourite residence of Boileau, Molière, Racine, La Fontaine, Franklin, Helvetius, Count Rumford, and Cabanis. Boileau's house is still shewn. The walk from this place through the Bois de Boulogne to St. Cloud is charming.

CONVEYANCES.—Rail and Omnibus to Paris, St. Cloud, Meudon, and Versailles, see page 19.

Autun.—HOTEL:—La Poste.

An ancient town, with about 11,000 inhabitants. It is 26 miles N.W. of Chalons-sur-Saône, and was strongly fortified by the Romans. Portions of the wall are still standing, and two of the gates are in a pretty good state of preservation. There is a Cathedral and a Museum. The neighbourhood is picturesque, with Roman remains. Chablis wine can be procured good here.

Auxerre.—*Stat.*—12,700.

HOTEL:—LEOPARD—on the quay.

Capital of the department of the Yonne, is an ancient town situated on a healthy slope in the Burgundy wine country. The Yonne forms a port for the conveyance of produce. The street are generally narrow. There are some fine views from the Boulevards. The Cathedral is much admired for its regularity, fine portals, ornaments, columns, figures, &c, but particulary for its richly stained windows. The altar is simple but grand, and has near it statues of the patron saint, Bishop Amyot, the translator of Plutarch, and Bishop Colbert. The Library contains 15,000 volumes, 200 MSS., and Baron Denon's collection of medals. There are also a large foundry, hospital, college, theatre, baths, and botanical gardens.

CONVEYANCES.—Rail to Paris, Dijon, Lyons, &c., see pages 43, 44.

Avignon.—*Stat.*—*Marseilles and Lyons.*—32,000.—HOTEL:—

HOTEL DE L'EUROPE,—clean and comfortable.

Refreshment room at station, good dinners,

The chief city of the department of the Vaucluse, on the Rhone, 77 E. M. North of Marseilles. It contains a great number of churches and sacred buildings. The once celebrated Church of the Franciscans, however, is now destroyed. The promenade of the Rocher des Dons commands a delightful view. The most attractive object, perhaps, is the old Palace of the Popes, now converted into barracks. Petrarch resided in this city several years, and here he saw his Laura, whose tomb was in the Franciscan Church. The Fountain of Vaucluse is about seventeen English miles distant from Avignon. A caleche may be hired to take a party there and back for 22 francs, including the driver's gratuity.

Besides the Fountain itself, an object of greater curiosity, the house where Petrarch resided is shown. Avignon is the centre of the Madder districts of France, the cultivation of which is very general in the neighbourhood Near the Cathedral is a statue to the memory of the first introducer into France of that valuable root. The Pont du Gard is distant about 15 miles, and is in fine preservation.

Museum of antiquities and paintings is well worth a visit; it contains a variety of Roman sculpture, pottery, glass, coins, &c., found from time to time in the neighbourhood, also a very good collection of modern French paintings, among which are a few by Horace Vernet, who was born in this city, and his father Joseph. Here is a very handsome Hotel de Ville.

Conveyances.— Railway to Lyons, Arles, and Marseilles, pages 46 and 47. Steamers daily to Lyons and Valence. The new road from Avignon to Geneva, by the beautiful plains of the Bresse, is now open.

Avranches.—Hotel: —
De Londres.

A town in Normandy, most beautifully situated on a considerable eminence, whence a magnificent view of the surrounding country may be had. It contains a college and a convent. It is a very agreeable town, and is much frequented by the English; the route being by Jersey and St. Malo, or Jersey and Granville. The distance to the latter is about 6 hours by diligence, which starts from the Hotel de France. The diligence for Laval starts from the Messageries Imperiales, next the Hotel de Londres. The excursion is often made to Mont St. Michel, distant about 5 leagues, a rock in the sea on which has been erected a church and a little village. We believe that at low tide the rock can be reached on foot. The excursion takes a day, from Avranches to Paris, per rail and coach in 16 hours. Good view of Mont St. Michel.

Bagneres de Bigorre.—Hotel:—

Hotel du Paris, on the Promenade, a first-class excellent hotel for families and gentlemen.

A large town at the foot of the High Pyrenees, with 8000 inhabitants, excellent baths and a pleasant neighbourhood.

Diligences daily to Luchon, Tarbes, and all the neighbouring towns.

For an account of the medical properties of the French and German Baths, see Mr. E. Lee's work

Bagneres de Luchon.—Hotel:—
Bonne Maison.

A town of 2000 inhabitants, in the High Pyrenees, much frequented for its baths and neighbouring scenery. The excursions are to the Port de Venasque, for the near view of the Maladetta, to the Lac de Seculejo, Lac D'Oo, Val de Lys, Super Bagneres, Bosost, the summit of Mount Monné and to Saint Bertrand, the ancient Roman capital of the district.

English Church Service during the summer months. Chaplain supplied by the Colonial Church Society.

Diligences daily to Toulouse, Tarbes, and Bagneres de Bigorre.

Barbizon.—Inn, kept by M. Ganne.

Near Chailly, on the borders of the forest of Fontainebleau. In the neighbourhood of this village is a good diversity of forest scenery and rocks; and it is much frequented by artists. It is 28 miles from Paris, on the Lyons Railway. The station to stop at is Melun. See pages 44 and 45.

Barege.—Hotel:—

Hotel de France.

A celebrated Pyrenean watering-place, in the High Pyrenees, about 5 miles from Luz; but scarcely worth a visit from a passing traveller, having bad accommodation, and being only fit for invalids.

Diligences daily to Luz, Tarbes, and all the neighbouring towns.

Bar-le-Duc.—*Stat.*—13,000.

Chief town of the department of the Meuse, beautifully situated on the Ornain, and the ancient seat of the Dukes of Barrois. The High Town stands on a hill round a fragment of the old castle, whence there is a fine view. The Low Town lies along the river, which is crossed by three bridges, and is a well-built and lively part, with good broad streets, several tan yards, cotton mills, dye houses, &c. The principal buildings are the Préfecture, Hotel de Ville, the College, the Palais de Justice, and Theatre. The Café des Oiseaux is well worth visiting, as it is a perfect curiosity, forming a complete museum of natural history. The ornithological and mineralogical cabinets being very complete; there are also some very rare exotic plants. Marshal Oudinot and General Excelmans were born here, and to the former there is a fine statue erected.

Bar-le-Duc is celebrated for its beautiful confitures, of which it exports large quantities.

Conveyances — Railway to Nancy, Epinal, Strasbourg, Paris, &c., see pages 53 and 54.

Bayeux.—Hotel du Luxembourg.

A dull old town in Normandy, situated between Caen and St. Lo. A fine cathedral, with old tapestry. Distance to Caen 28 kils., to St. Lo 33 kils.

Conveyances.—Railway, see pages 22 and 23.

Bayonne. — *Stat.* — 20,000, *Bordeaux and Bayonne* — Hotel:—
Hotel Commerce.

A fortified, well-built, opulent, and commercial town of France, in Gascony, department of the Lower Pyrenees, situated at the confluence of the Nive and Adour 492½ English miles from Paris. These rivers here form a commodious harbour, two miles from the Bay of Biscay, and divide the city into three parts. A citadel, constructed by Vauban on an eminence in the suburb, commands both the harbour and the town, which are farther defended by small redoubts. The cathedral is a venerable structure, and the quay is a superb, much-frequented promenade; but the most beautiful part of the city is the Place de Grammont. A Stone bridge connects the suburb with the town. Before entering the town, passports are demanded. A considerable commerce is carried on at Bayonne with Spain; French and foreign goods

being given exchange for wood, iron, fruit, gold, and silver. The hams of Bayonne have long been famous, and its wines and chocolate are exported in great quantities to the north of Europe. The military weapon called the *bayonet* takes its name from this city, where it was invented in the seventeenth century. A pleasant excursion may be made to Biaritz, a pretty watering-place, distant only 5 miles. Also to San Sebastian in Spain, (6 or 7 hours) returning next day. The passport will require the *Visas* of the consuls of England and Spain who reside in the town, the cost of which will be 8 francs, and also a further charge at Irun of about 2½ francs.

The district between Bayonne and the frontier is full of interest, as the scene of the memorable struggle between Soult and Wellington in 1813.

CONVEYANCES.—Railway to Dax, Bordeaux, &c., see page 39. All the Malle Post and Diligence offices are in the same street as the Hotel St. Etienne. Steamers to San Sebastian, &c. See page 183. Distance to Peyrehorade 36 kils., to Pau 106 kils. The road commences at St. Esprit (on the other side of the bridge) where a fine view of the Pyrenees is to be had.

Beaune —*Stat.*—11,500.—HOTEL:—BAUQUIS.

The principal seat of the wine trade of Burgundy, nearly 90 mercantile houses being engaged in it. The chief objects of interest are Chancellor Rollin's Hospital, in the Gothic style, founded 1443; the Library, containing 25,000 volumes, and Museum; two old Churches, a belfry of the 14th century, the corn market, the fountain of Algue, and the public gardens and baths. Monge the mathematician was born here.

CONVEYANCES.—Rail to Dijon, Paris, Lyons, Marseilles, &c., see page 44.

Beauvais.—12,500.—HOTELS:—Du Cygne, good; and Hotel d'Angleterre.

The chief town of the Department de l'Oise, fifty English miles north of Paris, celebrated for tapestry. Its principal object of attraction is the Cathedral; seen from a distance it appears a dull and unimposing mass, divested of architectural beauty of site and construction. The roof rests on three rows of flying buttresses, topped by double ranges of pinnacles. It was commenced in 1225, and intended to have been one of the largest and most magnificent Gothic churches in the world. The choir is, no doubt, the loftiest in the world, the elevation of the roof above the pavement being 153 feet high.

CONVEYANCES—Railway, see page 16.

Behobia.—The frontier village between France and Spain, on the Bidassoa, on the road to San Sebastian. Passports and baggage are examined at the respective Custom-houses on each side of the Bridge. Luggage should be here *plombed*, 10c. for each package.

Belfort.—*Stat.*—8000.—HOTEL:—L'ANCIENNE POSTE.

A thriving town situated in a healthy part of the Savoureuse, between the Vosges and Jura Mountains. It is divided into the high and low town. There are a good Hotel de Ville, a College, and a Library of 20 000 volumes; also a Military Hospital and Barracks. On the rock above is the Castle (Bel fort), built 1228, and held by the Austrians until given up to France by the treaty of Munster, when it was fortified by Vauban, and commands the entrance into France from Switzerland. The trade is in wine, brandy, kirsch-wasser, cheese, brass, and copper.

CONVEYANCES.—Rail to Mulhouse, Bale, Dijon, Lyons, Paris, &c., see pages 43 and 56.

Besançon.—*Stat.*—35,000.—HOTEL.—HOTEL DU NORD.

Is 251¼ E. miles S. E. of Paris, and 60 miles from Dijon. A large, ancient, and well-built city of France, situate on the river Doubs, which nearly surrounds it, dividing it into two parts, joined together by a bridge. It has six gates, and is strong both by nature and art, having been fortified by Louis XIV. and being, besides, protected by a citadel standing on a sharp rock. Its chief manufactures are arms, woollen stuffs, silk stockings, linen, calico, leather, hats, clocks, and watches. The trade consists in corn, wine, cattle, cheese, iron, pins, &c. The library here contains some rare manuscripts, and a valuable collection of coins, medals, &c.

There is here a first-rate fortress, and a fine view from the citadel. Amphitheatre, and other Roman remains.

CONVEYANCES.—Railway, see page 43.

Beziers.—*Stat.*—18,000.—HOTEL:—DU NORD.

A finely situated town on a rock 200 to 260 feet above the Orb and the Canal du Midi, in a beautiful country, and is one of the most thriving seats of the brandy trade. It was one of the chief towns of the Albigenses, when Innocent III. proclaimed a crusade against them in the thirteenth century, headed by Simon de Montfort, and 60,000 were slaughtered here. The old castle-like Cathedral with its great tower and turrets, has a good nave and choir, and several stained glass windows. The Madeleine and Aphrodise Churches are worth notice. Silk stockings, gloves, eau-de-vie, liqueurs, confitures, glass, soap, &c., are manufactured here, and there is a trade in white, red, and Muscatel wines.

CONVEYANCES.—Railway to Cette, Narbonne, Toulouse, Bordeaux, &c., see page 41.

Biarritz.—HOTEL.—

HOTEL DES AMBASSADEURS, an excellent first class Hotel for families and gentlemen.

Is situated about five miles from Bayonne. The beauty of the scenery, combined with the genial nature of the climate, its suitableness for sea-bathing, together with its seclusion, has always rendered it a favorite French watering place; and we have little doubt, from the fact of the Emperor of the French having decided upon making Biaritz a place to which he may resort from the bustle and noise of the French capital, in the same manner as our own Monarch seeks retirement in her private mansion at Osborne, that it will become before many years, one of the most fashionable watering places in France.

From the cliffs, one can enjoy a splendid view of the Bay of Biscay, which at all times restless, is rendered turbulent upon the least increase of the wind. The several bays, with their fine sandy bottoms, present admirable conveniences to the sea bather.

English Church Service, Chaplin supplied by Colonial Church Society.

Communication is kept up hourly with Bayonne by means of Omnibuses. Fares, 75 and 50centimes.

Blois. — 16,000— *Stat.* — HOTEL: — D'ANGLETERRE.

A picturesque town, 113 E. miles South of Paris on the Bordeaux railway. This is an ancient town of France, in the Orleannois, department of the Loir and Cher, on the Loire, which is here crossed by an elegant stone bridge. The streets are narrow, and many of the houses low. The castle stands on a rock overhanging the river. The principal public buildings are the cathedral, the Jesuits' college, (now a provincial school,) and the Episcopal palace, the terrace of which affords a very pleasing walk. The trade of the town consists in wine, brandy, corn, wood, and fruit; there are manufactures of serge, stamin, and other cloths, as well as of hardware and glass.

CONVEYANCES.—Railway to Tours, Nantes, Angoulême, Bordeaux, &c., see pages 30 to 33

Bordeaux.—*Stat.*—124,000—HOTELS:—

DE PARIS, frequented by English.

Is 360 miles from Paris. The second sea-port of France, on the left bank of the Garonne. Quays, 3 miles long, river 2,000 ft. broad, and 18 to 30 ft. deep, nearly 1,000 merchant vessels, and exports annually more than 100,000 hogsheads of wine, and 20,000 of French brandy, as also vinegar, dried fruits, hams, turpentine, glass, cork, honey, &c. It possesses a chamber of commerce, a commercial court, a university, established in 1441; an academy of sciences, instituted in 1712, which has a library of more than 55,000 volumes; an academy of fine arts, founded in 1670, and renewed in 1768; a museum, a lyceum, a Linnæan society, an institution for the education of the deaf and dumb, a school of trade and navigation, &c. Fiacres, rent, and provisions, dear; omnibuses, cheap. Bordeaux is the *Burdigala* of the Romans.

OBJECTS OF ATTRACTION.—The cathedral and churches; grand theatre, under which is a public reading-room; Grand Hospital; Courts of Justice; Hotel de Ville; Exchange; Custom House; Bridge over the Garonne; Barracks; New Gaol; Lunatic Asylum; Military Hospital; Slaughter-house; Museum; Public Library; Wine Cellars of Barton, &c.

ENGLISH BANKERS.—Barton and Guestier, 35, Cours Pavé, near the Quay des Chartrons; Natl. Johnston and Sons, Rue Foy, 21.

BRITISH CONSUL.—M. Scott, Esq.

BRITISH CHAPEL.—Service, morning and evening; chaplain, the Rev. Thomas St. John Quin.

POST-OFFICE.—Rue Bureau de la Poste.

CONVEYANCES.—Railway, see pages 34, 39, and 40. Steamers, see page 184.

Boulogne-sur-Mer.—31,000,—*Stat.*—

HOTELS:—

HOTEL DE L'EUROPE, close to the Railway and Steam-packet Stations, highly recommended.

HOTEL BASTON, an excellent house, strongly recommended

THE HOTEL DES BAINS, ET DE BELLE VUE.—First-class hotel for families and gentlemen. Mr. N. Lemesurier, proprietor.

THE BRITISH HOTEL, Rue d'Assas, recommended for its cleanliness, comfort, and moderate charges.

BRIGHTON AND MARINE HOTEL.—Opposite the bath Establishment, first-class for families and gentlemen, and commanding a fine view.

PACKHAM'S HOTEL DU LOUVRE, facing the terminus of the Paris Railway. Comfortable, and moderate charges. Conveniently situated near the station.

HOTEL DERVAUX, Grande Rue.—Mr. Dervaux, the new proprietor, has made this a most comfortable house.

The Boarding Establishment of Mr. Howe, is excellent. See advertisement, end of book.

One of the chief ports of France, in the Channel, 29 miles from Folkestone, 112 miles distant from London, and 170 by rail from Paris. As a watering-place it is much resorted to by parties chiefly from England. It is situated at the mouth of the Liane, in the department of the Pas de Calais. The town is divided into "the high and low town," connected by means of a steep street called La Grande Rue. The favourite locality of the English is in the modern part called the Tintelleries, which lies in a valley towards the north. The railway station is on the opposite side of the river, near to the Place Bellevue. The Lower Town is modern and regularly built. It extends to the glacis of the Citadel, erected under Louis XIV. by the celebrated Vauban.

The Museum in the Grande Rue is well worth visiting, and contains some paintings deserving of notice, besides many curiosities. The Baths is a splendid establishment. The Belfry, behind the Hotel de Ville, is one of the most ancient buildings in Boulogne; the tower, 140 feet high, could be ascended, as from it a magnificent view of the town and its beautiful environs may be obtained. The chief architectural attraction of Boulogne, however, is the Monument, an exceedingly handsome structure, which was intended to commemorate the invasion of England by Napoleon. There is a colossal bronze statue of Napoleon at the top. The Jetty is the favourite walk, extending about 2000 feet from the end of the quay and commanding a fine view of the harbour and part of the coast; it presents, on a fine summer evening, with its numerous visitors, a very gay and lively appearance. The environs of Boulogne are exceedingly interesting, and among the places of celebrity we may point out the following:—Mont St. Etienne, a quaint little village, about five miles distant, Mont Outreau, within a short distance, will interest the visitor by its antiquarian remains, intimately associated with historical events; Mont Lambert, from the summit of which is obtained a rare and beautiful view, diversified with hill and dale, sea and land, and far in the distance the white cliffs of "rare old England." The Botanic Gardens, at Mount Pelé, fourteen miles distant, are open to the public twice a week.

PROTESTANT FRENCH CHAPEL.—Service by the Rev. — Poulain. ENGLISH EPISCOPAL CHAPELS.—Upper Town, Rev. Mr. Hawtaine; Lower Town, Rev. W. K. Groves; Rue Royale, Rev. J. Bewsher; Rue de la Lampe, Rev. C. J. Furlong. WESLEYAN CHAPEL.—Rev. W. Toase. late of Paris.

ENGLISH LIBRARIES AND READING ROOMS.—Mr. Merridew, 60, Rue de l'Ecu, and Mr. Seal's, 34 & 36, Grande Rue, next door to the Museum, both of which establishments are Depôts for the sale of Bradshaw's Guides, and Handbooks.

CONVEYANCES.—Railway, see pages 12 to 15; steamers, see page 184.

Bourges.—*Stat.*, *Orleans Railway.*—HOTEL:—

DE LA POSTE.—

Population 22,000; 146¼ E. miles S. of Paris. This is a large town, in the department of the Cher, and stands on a rising ground between the rivers Evre and Auron, which here unite their streams. The only public buildings of note are the fine gothic cathedral, the great tower, formerly used as a state prison, the Hotel de Ville, formerly the house of Jacques Cœur, and the museum of Antiquities. It has manufactures of silk, woollen, and cotton stuffs, as well as of stockings, caps, and other articles of clothing. The chief objects of trade are corn, wine, cattle, wool, hemp, and cloth.

CONVEYANCES.—Railway to Vierzon and Orleans, see pages 28.

Brest.—36,000.—HOTEL:—

GRAND MONARQUE.—

One of the principal seaports and arsenals of France, with a small harbour 25 feet deep. Reading-room, and Promenades. No English banker, physician, or clergyman. French Protestant service twice on Sunday. Principal bankers, H. Guilhem; Sh. Boëllo; —— Monge.

CONVEYANCES.—Malle Poste daily to Paris, in 42 hours, at 10 a.m. during summer, 7 a.m. during winter. Fare 103.80.—Diligences to Paris every day about noon, through Tours: Fares: Coupé, 70 fr.; Intérieur, 60 fr.; Rotonde, 50 fr.; Banquette, 60 fr. Steamers daily to De Launay.

Breteuil.—*Stat.*, *Northern of France Railway.*—HOTEL:—

D'ANGE.

Population 2,400. Situated on the river Noye. The air is salubrious, but the town for the most part, is ill built. There are some fine edifices, particularly the Abbey of St. Marie, and the church of St. Maur. The station is at some distance from the town, in the village of Baconol, where the road from Montdidiere rosses the line. Near Breteuil a great number of antiquities have been found. At this station there are conveyances to Amale, Eu, Beauvais, Crèvecœur, and Montdidier.

Caen, (pronounced **Kong.**)—*Stat.*—HOTEL:—

HOTEL DE VICTOIRE.

Population 40,500. 139¼ English miles W. of Paris. A large, well-built, and populous town, in the department of Calvados, It contains 13 parish churches, several hospitals, a public library containing 25,000 volumes, public garden, cabinet of natural history, &c. Caen is rich in ancient gothic architecture, the most remarkable spicimens of which are the Churches of St. Pierre and the Holy Trinity. The air here is very salubrious, and living remarkably cheap, two circumstances which have attracted a large number of English to the place, there being from 2000 to 3000 resident here. Caen is situated at the influx of the small river Odon into the larger stream of the Orne. An active trade is carried on in linen, serges, lace, stockings, caps, cider, dye-stuffs, skins, &c.

CONVEYANCES.—Steamers from Havre, see p. 192, Rail to Paris, &c., p. 22. Diligences to Bayeux, St. Lo, Isigny, Granville, Avranches, Vire, and St. Malo.

Calais.—13,000.—*Stat.*, *Northern of France.*—HOTELS:—

THE BUFFET HOTEL at the Railway Station is most conveniently situated, and affords refreshments and accommodation at moderate charges.

HOTEL QUILLAC, one of the oldest and most respectable establishments on the Continent. It is well known and highly and deservedly recommended. Charges moderate.

HOTEL DESSIN, more expensive.

Calais is situated in the department of the Pas de Calais, opposite Dover. It is surrounded by a moat and wall, and defended by a very large citadel. The streets are wide and regular. Its form is that of an oblong square, with the longer side parallel to the sea; and has two gates, one towards the sea, the other towards the land. Most of the houses are built of brick. The harbour, which is commodious, is defended by several small forts, and consists of a large quay, terminated by two long wooden piers, which stretch into the sea. Its inhabitants are much engaged in the herring and cod fishery, and carry on a considerable traffic in Dutch spirits: in the *Basse Ville* there are nearly 2000 English residents, mostly Tulle or lace manufacturers. English Chaplain supplied by the Colonial Church Society.

Travellers proceeding to Belgium or Germany will avoid much trouble by informing the authorities of their place of destination and by what train they intend to proceed; their luggage will then be duly marked for transit, and they will avoid the annoyance of a Custom-house search in France. Travellers with a Foreign passport are subject to a *visa*, the expense of which is two francs. The British Minister's passport is an exception, no charge being made for the *visa*.

CONVEYANCES.—Railway to Lille, and from thence to Paris, Brussels, and all parts of Belgium. Steamers to Dover and London, see page 185.

Cambrai.—*Stat.*—19,000.—

HOTEL DE L'EUROPE, good.

An industrious and flourishing town situated on the Scheldt or Escaut, in the old province of Flanders, and the seat of a bishopric. It was the episcopal see of Fenelon whose monument, by David, is in the present cathedral, the old one having been razed to the ground during the revolution. The principal objects of interest are the Hotel de Ville, opposite the Place d'Armes which is of considerable extent, as also the Esplanade; the Military Hospital; the College, and the public library which contains 30,000 volumes.

It has a considerable trade in fine linen and

thread, and cambric which takes its name from this place.

CONVEYANCES.—Railway to Charleroi, Namur, Liege, Cologne, St. Quentin, and Paris, see page 16.

Cannes.—5000.—

HOTEL.—LA POSTE. (For details see Dr. Lee's "South of France.")

About 21 miles south-west of Nice, beautifully situated on a bay of the same name. It has great advantages with respect to climate, being quite sheltered on the north and north-west; the environs are delightful; and an extensive view may be obtained from the summit of Mont Chevalier, where there are the ruins of a fort. Lords Brougham and Londesborough have Chateaux, and several English residents have villas at Cannes. The number of visitors has greatly increased within the last two years, and many new edifices have been constructed. Steamer to and from Marseilles weekly. English Church Service twice on Sundays, Rev. A. Turner, Chaplain.

PHYSICIAN—Dr. Whitley.

Carcassonne.—*Stat.*—20,000.

HOTEL:—BONNET—good baths.

Chief town of the department of the Aude, and seat of a diocess, college, tribunal, &c., situated in a fertile spot, near the Canal du Midi, on the Aude, which divides the Cité, or old town from the Basse Ville, or new or lower town, and is crossed by a bridge. The modern part is well built and watered by streams and fountains; one, of Neptune and his horses, in the Grande Place is very fine. Among the buildings worth notice are the Hôtel de Ville; the Préfecture with its large gardens; the Library of 6,000 volumes; and the Museum; the bridge, whence there is a view of the Pyrenees; the Barracks, Theatre, Hospitals, &c.

There are some large woollen factories, and from 6000 to 7000 are engaged in the manufacture of cloth, which is celebrated for its brilliant colours. There is also a considerable trade in corn, wine, fruit, &c.

CONVEYANCES.—Railway to Narbonne, Cette, Toulouse, Bordeaux, &c., see pages 40 and 41.

Cassel.—*Stat., Northern of France.*—HOTEL:—HOTEL DU SAUVAGE.

A neat little town on the line of railway from Dunkirk to Lille. It stands on an eminence of 800 feet in the midst of a vast plain, and commands a fine view of Flanders and Belgium with an horizon of immense extent. Distance from Dunkirk 19½ English miles. Flemish spoken.

CONVEYANCES.—Rail to Dunkirk, Calais, Lille Douai, Amiens, Paris, &c. See page 12.

Cauterets —HOTELS:—

DE FRANCE.

A celebrated bathing town in the High Pyrenees, and is very picturesque and lively, with numerous bathing establishments and well-supplied shops; it is the head quarters for some of the finest excursions in the Pyrenees, and one of the best for artists or sportsmen. There is a constant interchange of people of various countries, and much picuresque mountainous costume. The chief excursion is that to the Pont d'Espagne and Lac de Gaube. The heat of the Sulphurous Springs is 104 to 120 Fahr. [illegible] Church Service during the Summer months.

CONVEYANCES.—Diligences daily to Tarbes and all the neighbouring towns.

Cette.—15,000—*Stat., Montpellier and Cette.*—HOTEL DES BAINS.

An important seaport town of France, 17 miles west of Montpellier, being the chief place for the export of the productions of Languedoc. M. Balard, has here an establishment for the production of the sulphates of soda, magnesia, and potash, by the direct method. By the process adopted, he is enabled to procure these salts by evaporation from sea-water. Wines of all kinds are imitated here, Masdeu is pure. Mosquitoes annoying here in summer.

CONVEYANCES.—Steamers, see page 155; Railway, see pages 41, 48.

Chalons-sur-Marne. — *Stat., Paris and Strasburg.*—HOTELS:—

HOTELS DE LA CLOCHE, AND DU PALAIS ROYAL, situated in the centre of the town, and both good hotels, proprietor Mr. Jannaux.

HOTEL DE LA HAUTE MERE DIEU.—The hotels in this town were formerly unfit for English travellers, but this house is very highly commended.

Population 14,500; 107¾ English miles from Paris, and 25 from Rheims, on the Paris and Strasburg line of Railway. A large town in Champagne, on the Marne, which divides it into three parts, and is crossed by several bridges, one of which, erected in 1787, is admired for its boldness and elegance. There are a handsome town-house, a gothic cathedral, built in the thirteenth century, eleven parish churches, three secularized abbeys, several convents, and a fine public walk. Jacqueson's wonderful wine cellars here. It is said his corks alone cost him £6,000 per annum.

CONVEYANCES.—Railway to Vitry-le-Francois, Bar-le-Duc, Commercy, and Strasburg see page 52. To Paris, page 55.

Chalons-sur-Saone.—15,700—*Stat., Paris and Lyons.*—HOTEL DE L'EUROPE.

A neat town, 239 English miles south-east of Paris, pleasantly situated on the banks of the Saône, with a broad quay, which is used as a promenade. There is a cathedral here. The banks of the river are, for the most part flat, but well cultivated. Beyond Macon, celebrated for its wine, the scenery is extremely pleasing, and increases in interest on approaching Lyons. The road, which runs a great part parallel with the river, passes over Mont d'Or, so called from the rich colour of its vineyards in autumn, and from the summit of which a charming and extensive prospect may be enjoyed of the rich plains of Burgundy on the one side, of the Lyonnois on the other, and of the snow-clad Alps of Dauphiné in the distance. The descent to Lyons is through a succession of meadow-lands, orchards, and vineyards. At about 25 English miles from the town (part by railway), are the extensive iron works, called Le Creusot, the glass bottle works of Blanzy and of Epinac, Collieries, &c. The town has large beet-root-sugar factories, breweries, flour and seed-crushing mills, iron steam-ship building-yards, &c.

FRENCH PROTESTANT CHURCH.—Ministers supplied by the Evangelical Society of Geneva.

CONVEYANCES.—Railway to Dijon and Paris, see page 45; to Lyons, Avignon, and Marseilles, see p. 44 and 45. Steamers to Lyons daily, see p. 155.

Chantilly.—*Stat.*—HOTEL:—
HOTEL DE LA PELOUSE.

Population 2500. The beautiful domain of Chantilly, one of the most remarkable ornaments of France, was enriched and adorned under a long succession of wealthy and noble proprietors; but owes most of its splendour to the Princes of Condé. It possesses an European celebrity, and attracts a never-ceasing crowd of visitors from Paris. Chantilly lace made here.

CONVEYANCES.—Rail to Criel and Paris, see page 15.

Chartres.—*Stat.*, *Paris and Laval.*—HOTEL:—
POSTE.

Population 16,600. 57½ English miles W. of Paris. An ancient town in the department of the Eure and Loir, on the Eure, which divides it into two parts, across which there is a bridge planned by the celebrated Vauban. Most of the streets are narrow and crowded, but some of the comparatively modern buildings are very neat. The noble cathedral is one of the finest in France. It has some very fine old painted glass. The Church of St. Pierre has also some fine painted glass. There is a large corn market here.

CONVEYANCE.—Rail to Versailles and Paris, and also to Laval, see pages 24 and 25

Chateauroux.—(Château of Raoul de Déols.) *Stat.*, *Paris and Clermont.*—HOTEL:—
LA POSTE.

Population 14,000; 166½ English miles from Paris. This town is situated on the Indre, and has a large woollen manufactory. Near this place is found some of the best iron in France.

CONVEYANCES.—Railway to Vierzon, Bourges, Orleans, Paris, &c., see page 28.

Chatellerault.—*Stat* —11,300.
HOTEL:—DE L'ESPERANCE.

A sous-préfecture in the department of Vienne, and one of the principal seats of the cutlery and sword trade in France, situated on the Vienne, which is crossed by a good bridge with an old four-turretted gate at one end. It stands among pleasant hills and gardens, and has the Gothic church of St. Jean, a salle-de spectacle, &c.

CONVEYANCES.—Railway to Poitiers, La Rochelle, Rochefort, Bordeaux, Tours, Orleans, &c., see page 34. Also Steamers in summer to Tours, Saumur, Angers, and Nantes.

Cherbourg.—*Stat.*—28,000.
HOTEL:—DE L'EUROPE—on the quay.

A strong naval station and fortress, and chief town of a maritime prefecture, situated in the department of the Manche, at the mouth of the Divette, which spreads out into a wide road or bay with the great breakwater or *Digue* in front. The breakwater was completed under many difficulties, and, after repeated failures, at a cost of nearly £2,000,000; it is two and-a-half times the length, two and-a-half times the width, and twice the depth of Plymouth breakwater. Cherbourg itself is insignificant, having narrow dirty streets, and nothing of interest apart from its naval works, except the Hotel de Ville and its Picture Gallery.

There are two entrances to Cherbourg, one at the east and the other at the west end of a strongly fortified mole. The channel is narrowed at the eastern end by the island of Pelée, upon which is erected a large fort, called Fort Imperial, which, with the corresponding fort at the eastern side of the mole, completely commands the passage. The western channel is protected by an immense fort, called Fort de Querqueville, on the mainland, and immediately opposite the fort at the west end of the embankment; these immense forts, however, form but a fraction of the fortifications with which this place abounds. At the entrance of the Napoleon Dock there is a gigantic fort called Fort des Flamands, which is constructed on a rock dry at low water, and is supported by a redoubt called Tour la Ville. There are fourteen forts and redoubts which form two semicircles around the town on the land side, the outer one consisting of a chain of detached star forts, and the inner being formed of redoubts. These are all in a commanding position and the guns would sweep the outer harbour, as well as the entrance channel. There are in all twenty-four regular forts and redoubts for the protection of Cherbourg, in addition to the six batteries on the mole.

The docks, along the face of which are numerous small forts and batteries, are formed of a large basin communicating with one to the north, and there are also three other docks at the southern part of the excavation, into which an entrance is obtained through the central opening and basin. There are nine basins in all. Along the docks there is a series of large buildings constructed for arsenals, magazines, and naval stores.

CONVEYANCES.—Railway to Bayeux, Caen, Evreux, Nantes, and Paris, see page 22.

Clermont-Ferrand.—*Stat.*—HOTEL:—DE LA PAIX.

Capital town, and situated in the department of the Puy de Dôme. It has rather a gloomy appearance. The cathedral, which is in the centre of the town, is one of the finest in France, though in an imperfect state. Here are also a cabinet of natural history, a public library, a botanic garden, a neat theatre, and several hospitals. There are four public squares. In one of them is a statue, erected by the town to the memory of General Desaix, who was born in the neighbourhood. It is 78 miles west of Lyons, and contains a population of 30,500. The geologist or the admirer of mountain scenery will be amply repaid the trouble of ascending the mountain called the Puy de Dôme. The singular strata of the district, with the petrifying fountain will also interest. Clermont is the name of several other small towns in France.

CONVEYANCE.—For Railway, see pages 30 and 31.

Compeigne.—*Stat.*—9,800.
HOTEL:—DE LA CLOCHE.

A quiet town, with narrow ill-built streets, situated on the Oise. It has for ages been a favourite residence of French monarchs in order to enjoy the sport of hunting in the forest adjacent which is 29,600 acres in extent. The château was rebuilt by Louis XV. and enlarged by Napoleon. The magnificent façade fronting the forest is 624 feet wide. The Abbey Church of St. Corneille contains some royal tombs and the first organ brought into Europe. One of the best buildings is the picturesque gothic Hôtel de Ville. There is a public

library of 28,000 volumes, and a Museum of antiquities.

CONVEYANCES.—Railway to St. Quentin, Charleroi, Namur, Liege, Cologne, Paris, &c., see page 16. Coaches to Soissons and Pierrefonds.

Corbeil—*Stat.*—Population 4,600: 18¼ miles south of Paris; in the department of Seine and Oise; seated on the Seine, at the influx of the Essonne, near to Fontainbleau.

For Railway information, see pages 26 and 27.

Coutances.—8960.—HOTEL DE FRANCE.

A town in Normandy very beautifully situated on an eminence whence a fine view is to be had of the surrounding country. The Cathedral is one of the finest in France. Distance to St. Lo 28 kils, to Granville 29 kils. Conveyances Diligences to St. Lo and Bayeux, and to Granville, Avranches, &c.

Creil.—*Stat., Northern of France.*—Population 1600. Noted for its manufactures of earthenware. Communication hence by steam-boats with Compiégne and Soissons.

CONVEYANCES.—Railway to St. Quentin, Maubeuge and Cologne, see page 16. To Amiens, Douai, Valenciennes, Brussels, Cologne, Dunkirk, and Calais, see pages 14 and 15. To Paris see p. 13.

Dieppe.—*Stat., Paris, Havre, and Dieppe.*—HOTELS:—

HOTEL ROYAL, facing the sea, is a first-rate hotel, in an admirable situation.

HOTEL DES ARMES DE FRANCE, Grande Rue 44 and 46. Comfortable and well situated Hotel, highly recommended.

GOSSEL'S HOTEL DE L'EUROPE, a first-rate old established house. Proprietor, Mr. Gossel.

VICTORIA AND NORTH HOTEL, on the quay; very clean, and well conducted.

A watering-place of France, easy of access from London, Brighton, and Paris. Population 16,200. The town itself is neat; the principal street (Grande Rue), running through to the port, contains the best hotels, and in the Season has a cheerful and animated appearance. The port is spacious, and is commanded by a citadel and picturesque castle. The baths here as at the other sea and mineral bathing-places in France, are under the superintendence of a physician inspector. This is the nearest sea-bathing establishment to Paris—distant about 125 miles. Exquisite brown clay figures, and very small baskets to be bought here.

English Church Service, twice every Sunday.

ENGLISH PHYSICIANS.—Drs. Tabois & Moriatry.

BANKERS.—Osmont Dufaur and Co., D. Destanques, Vincent Sanchon, Ferdinand Segrial. MONEY CHANGERS.—M. Segrial, Delaport, & Reville Bremer.

CONVEYANCES.—Railway to Rouen, Havre, Paris, &c., see Time Tables, pages 20 and 21. Steamers to Newhaven, see page 188.

Dijon.—*Stat., Paris and Lyons.*—HOTEL:—

HOTEL DU PARC, a first-rate house, and highly recommended; landlord, Mr. Ripard.

Population 29,000; 196 E. miles S. of Paris. An ancient and well-built city, the chief town in the department of the Côte d'Or, and formerly the capital of Burgundy, situate between the rivers Ouche and Suzon and on the canal of Bourgogne. The streets are regular and well-paved, and the houses in general neat and commodious. The principal square, called Place d'Armes, or Place Royale, is in the form of a horse shoe, and in front of the ancient palace of the Dukes of Burgundy, also used as the house of assembly of the ancient parliament of Burgundy. It has four churches, remarkable for the richness of their architectural decorations, and also a university, deservedly celebrated. A French Protestant Chapel—service by the Rev. Mr. Pertuzon. At the gates of the town is the Chartreuse, where some of the members of the ducal family are interred. It has a few small manufactories of woollens, cotton, and silk. Fine promenades.

The Museum in the ancient ducal palace, should not be omitted to be visited. It contains two most splendid marble tombs of Philippe le Hardi, & Jean his son, Duke of Burgundy, which are reckoned quite *chefs d'œuvres;* also a gallery of paintings, and especially a variety of curious and beautiful ecclesiastical relics. The cathedral which has a wooden spire, will also repay a visit.

The town has a rich and extensive museum, a picture gallery, a cabinet of natural history, botanic gardens, a fine theatre, and a public park designed by Le Notre, under Louis XIV. The renowned wines of Chambertin, Vougeot, Romanee, and Beaune, are grown in the immediate neighbourhood.

PRINCIPAL BANKERS.—Messrs. Dunoyer and Co.; Marlon & Co.

CONVEYANCES.—The railway from Dijon to Belfort is now open, See page 43. Railway from Dijon to Marseilles *via* Lyons and Avignon, see pages 44 to 47.

Dinan.—9,000.—HOTEL:—DE BRETAGNE.

A fine old town of Brittany most picturesquely seated on a steep granite rock, 200 feet above the River Rance. The old parts of the town are rich in picturesque domestic architecture, overhanging gables, old arcades, &c. The cathedral of St. Sauveur contains some *bas-reliefs* of the Loves of Pysche and will afford abundant food for the antiquary. The neighbourhood is delightful and abounds in charming walks and views. Living is very cheap. Board and lodging 5 fr. per day.

There are a great number of English residents here; and also a chapel in which the English church service is performed every Sunday at 11½ a.m.

Dole.—*Stat.*—HOTEL DE FRANCE.

This town, in the department of the Jura, is situated on the Doubs. It formerly belonged to the Spaniards. The Railway from Dijon to Besancon being opened and passing through Dole, it is now a town of some importance between Paris and Geneva.

For Railway, see page 43.

Douai.—*Stat., Northern of France.*—HOTELS:—

HOTEL DE FLANDRE. and DU COMMERCE.

Population 18,000—of very remote origin; conveniently situated for its extensive trade on the river Scarpe, which communicates with the canal of Sensée. The railway station here is quite within the walls, and the line twice crosses the fortifications. It

is pleasant to see in this city of industry and the arts the triumph of the modern ideas of free and peaceful communication over the feudal and exclusive military spirit. Picturesque Beffroi. English Roman Catholic College. The ramparts afford very agreeable promenades. Conveyance hence to Cambrai, Bouenon, and Hénin-Lietaud. The Northern Railway, at this point, divides into two branches, the one proceeding to join the Belgian railways by Lille and Mouscron, the other by Valenciennes and Quievrain to Brussels and Cologne.

CONVEYANCE.—Railway, see pages 12 to 15.

Dunkirk (DUNKERQUE in French).—*Stat. Northern of France.*—HOTEL:—

CHAPEAU ROUGE.

A sea port in French Flanders, 25 miles N. E. from Calais, with bad harbour and long pier. This old town, which contains near 30,000 inhabitants, is one of the cleanest in France, and has lately been a favourite residence for English Families of respectability, the moderate rate of living and the general excellence of the Flemish servants rendering it a place well suited to English habits and requirements. It has a fine Gothic Beffroi. There is an English Church, which is at present under the care of the Rev. — Cooke, M.A., a highly esteemed clergyman of the church of England. Niven Kerr, Esq., the English Consul, by his able administration of the duties of his office, has also contributed much to raise the importance of the town.

CONVEYANCES.—By means of the branch of the Northern Railway, Calais, Lille, Ostend, Valenciennes, Brussels, Antwerp, Paris &c., are easily accessible, see pages 12 to 15 and 63, the Junction is at Hazebruck. The traveller desirous of going direct to Courtray could stop at Cassel and walk to Poperinghe, and then take the train direct to Ypres and Courtray.

Eaux Bonnes.—HOTEL: HOTEL DE FRANCE.

A very pretty watering-place in the High Pyrenees, about 26 miles from Pau, whence a carriage may be had for 20 francs. The scenery cannot be surpassed. Beautiful neighbourhood. The hotels are dirty and expensive—the price of carriages extortionate.

Diligences to Pau daily, and to Eaux Chaudes and Gabas several times a day.

Eaux Chaudes.—HOTEL DE FRANCE.

A very romantic watering place, 4½ miles from Eaux Bonnes, exceedingly dull, but well worthy of a visit,—the high road being cut through a magnificent pass in the mountains, and abounding in fine scenery. The heat of the water is 95 degrees.

Enghien.—*Stat.*—*V. of France.*

HOTEL DE QUATRE PAVILLONS.

A village 7 miles North of Paris, situated in the valley of Montmorency, with an establishment of baths. The large lake is surrounded by plantations and picturesque villas. The opening of the railway has added considerably to the importance of this village, which is one of the prettiest places near Paris, and attracts good society The town of Montmorency, which is close at hand, will be found of great interest. The church, situated on an eminence above the lake of Enghien, is a master-piece of Gothic architecture of the 14th century. The Château de Luxembourg, built in the reign of Louis XIV., presents some magnificent prospects. The Hermitage, in which J. J. Rousseau lived, and the house called Mont-Louis, to which he afterwards removed, are much visited.

CONVEYANCES.—Rail to Paris, Pontoise, Amiens, Douai, Brussels, Lille, Dunkirk, and Calais, see pages 13 to 15.

Epernay.—7300—*Stat., Paris and Strasburg.*—HOTELS:—

DE L'EUROPE, DE L'ECU, and DU BUISSON.

This town in Champagne is noted for its wines, 88¾ Eng. miles E. of Paris and 14 from Rheims. It is situated in the department of Marne, on the river Marne.

CONVEYANCES.—Railway to Strasburg, Paris, &c. see pages 52 to 55.

Evreux.—*Stat.*—11,950.

HOTEL:—DU GRAND CERF—good.

Capital of the department of the Eure, and seat of a diocess, situated in a hollow among orchards and gardens, on an island formed by the Iton. The only buildings worthy of notice are the Cathedral which has a tower of 260 feet, and some good stained glass; St. Taurin's Church which has a very ancient specimen of the byzantine style; the Bishop's Palace of the 15th century; there is also in the neighbourhood a good Botanical Garden.

There is a considerable trade here in coarse cottons, stockings, linen, and leather.

CONVEYANCES.—Railway to Caen, Cherbourg, and Paris. See page 22. Diligences to Breteuil, Chartres, Dreux, &c.

Fontainebleau.—8,200—*Stat., Paris and Lyons.*—HOTELS:—

May be reached by rail, or per steamer from the Quai de Greve, Paris.

Situated in the hollow of an extensive forest of the same name. It was but a little hamlet in the days of Louis VII., but owing to the royal favours showered upon it, it soon rose to be a place of importance. Its chief object of attraction is its Château Royal, a palace whose historical interest cannot fail to recommend it to the visitor. In it there are fourteen pictures in fresco, the work of Rossi (Maître Roux), a Florentine, and his scholars. Primaticcio is said to have designed the ornaments seen all round; and one of Danæ is also attributed to him.

The paintings have all been chosen for their allegorical reference to the life of Francis. For full description of the Palace of Fontainebleau see *Bradshaw's Handbook to France*, and also *Bradshaw's Guide through Paris and its environs.* The gardens, though not remarkable, will repay a visit. For Railway, see pages 41 and 45.

Granville.—HOTELS:—

HOTEL DU NORD.

A small seaport town. Singularly built under a projecting cliff. Population 8000. Much resorted to for sea-bathing.

BRITISH CONSUL.—John Turnbull.

BANKERS.—Coussel and Co.; Jouet and Gannier.

CONVEYANCES.—Steam-packet to Jersey, see page

191. Diligences:—For Paris three times daily; for Avranches, St. Malo, Dinan, Nantes, and Bordeaux, daily.

Grenoble.—26,800.—

This fortified town is situated about 70 miles south of Lyons, in the department of the Isère, and is divided by the river Isère into two parts, which are joined by two bridges. Grenoble, though not a fine town, has several spacious squares; the streets are tolerably wide and regular, but the houses ill-built, and part of the town is exposed to inundation from the Isère. It is surrounded with ramparts. The public buildings are the ancient Hotel de Lesdiguières now the town-house, with its spacious gardens, used as a public promenade; the court-house, an elegant gothic building, situate in a square; the cathedral, a heavy edifice, also in the gothic style; a university, a great provincial school, an academy of arts and sciences, societies of medicine and agriculture, an artillery school, and on an eminence, near the middle of the town, stand the ruins of a once strong citadel, called the Bastile. The town also contains a library of 70,000 volumes, a museum, a botanical garden, a cabinet of natural history, a small cabinet of antiquities, and several fine fountains. The view from the fortifications on the right bank of the Isère is very fine. The principal manufactures are gloves, cotton articles, and different kinds of liquors.

Havre.—26,400—*Stat., Paris, Rouen, and Havre Rail.*—Hotels:—

Hotel de l'Europe, Rue de Paris, cannot be too highly recommended; good rooms, excellent cuisine, and attentive servants.

Wheeler's Hotel—a comfortable and highly respectable house, strongly recommended to travellers. Attendance at hotels, 1 franc per day.

This large, important, thriving commercial city—appropriately termed the Liverpool of France, as well as the Brighton of the Parisians, by whom it is much frequented from May to September for sea-bathing, which is excellent—contains a theatre and baths, an excellent Exchange, Chamber of Commerce, Merchants' Club-house in the Rue de Paris, in which there is a well-assorted library, reading-room (on the tables of which are laid all the leading European, Indian, and American journals), smoking and conversazione rooms; Lloyd's, at which can be seen all the principal Continental and English papers—entrance for non-subscribers, 1 franc daily. The new Hotel de Ville, centrally situated in the Place Napoleon III.—the spacious gardens of which are beautifully arranged and decorated with handsome fountains—is a large, magnificent edifice, closely resembling the Tuileries in its style of architecture; the Museum, with its extensive and well-selected library; fruit, fish, flower and meat markets. The squares of Napoleon, Louis XIV., and du Commerce; and the bathing establishments; cottage. The English chapel, Rue d'Orleans, is a neat but badly ventilated building. Chaplain, Rev. H. Wilson; the American church, Rue de la Paix, Rev. E. E. Adams, Chaplain, service 11 a.m., and 3 p.m.; the Imperial tobacco manufactory; docks; the new fortifications, which are rapidly progressing; the promenade on the pier, close to Frascati's hotel and bathing establishment. The traveller should not omit to visit the picturesque village of St. Addresse, which is completely studded with pretty villas, with beautifully arranged, luxuriant gardens. Here is a neat church, cemetery, extensive bathing establishment, large hotel, and oyster parks &c;. lighthouse, and sugar loaf monument on the heights which commands a most extensive view of the sea and adjacent coast, and which was erected by the Countess of Desnouttes, in memory of her husband, General Count Desnouttes, who perished in a shipwreck off the coast of Ireland, in 1834. The concourse of visitors at this place on Sundays and Fete days is immense. La Côte, with the large handsome suburban villas (beautifully situated in extensive well-arranged gardens and pleasure-grounds) of the French, English, and American merchants, commands a fine view of the Normandy coast; and also the pretty quiet village of Sanvic should be visited.

Charge for clearing baggage at Custom-house, and delivering the same at owners' residence or hotel, 12 sous each package. Commissioner, for clearing luggage, 2 francs.

English Physician.—Dr. Tarrel.

Conveyances. — For Steamers, see page 192. Railway trains several times a day to Paris, Rouen, Dieppe, Caen, Mantes, and Poissy, see Time Tables, pages 20 and 21.

Hyeres.—(Isles D'Hyeres)—9,000.

Hotel des Ambassadeurs.

Hyeres is about a league distant from the sea (of which, however, and of the adjacent islands it has a good view,) and eleven miles from Toulon, whence there is communication by diligence several times a day. The accommodations have much improved within the last three years. New buildings have been erected, and many alterations are about to be effected, the number of English and other (chiefly French) visitors increases yearly. The environs are beautiful, abounding in delightful walks among the mountains and valleys, clothed with cork trees and other evergreens. There is an English chapel, Divine Service twice on Sundays during the Winter months. A circulating library and reading-room. Supplies pretty abundant and of fair quality. English prescriptions are tolerably prepared.

As respects climate, Hyeres partakes of the general character of the coast of Provence: it is dry, and less variable than that of Nice, less rain falls in winter. The place however, being mostly frequented by invalids, is comparatively deficient in resources for amusement. See "South of France," by Dr. Lee, 3s. 6d., Adams, 59, Fleet Street; Galignani, Paris.

Honfleur.—Hotels:—Le Cheval Blanc.

A seaport town, situated at the mouth of the Seine, containing about 10,000 or 11,000 inhabitants. The river is seven miles wide; steam-boats keep up a daily communication between Honfleur and the opposite coast, on which is situated Havre. Though the situation of the town is very pleasant, yet it is dirty, and utterly barren of interest for the

traveller. A magnificent view of the Seine can be had from the church of Notre Dame de Grace to the west above the town. Visitors should not omit to visit La Côte de Grace, which abounds with beautiful picturesque walks all along its wooded heights, and which commands a fine view of the sea, River Seine, Havre de Grace, Harfleur, Ingouville, and La Cote. This place is much frequented by the inhabitants of Havre on Sundays and fête days.

English School.-Rev. F. Ford, late of Heidelberg.

Joinville.—*Stat.*—Hotel:—Soleil d'Or.

An interesting old town beautifully situated on the Marne at the foot of a hill and in the midst of vineyards. There is an abundant supply of iron ore in the vicinity, and many extensive forges on the banks of the river.

Conveyances.—Railway to Chaumont, Blesme, Epernay, Paris, &c., see page 55.

Lamothe.—*Stat.*—This place is a junction to La Teste; there is neither town, village, nor house to be seen, except the Station. This part of the country is called the Landes, i. e., the uncultivated country. There are no roads, and nothing but heath and marshes for miles.

Conveyances.—Rail to Bordeaux, Bayonne, &c. See page 39.

Langres.—*Stat.*—9,000.

Hotel:—de l'Europe—excellent.

An ancient town, sous-préfecture, bishopric, and fortress situated on the side of a hill at the foot of which flows the Marne. Langres is the principal seat of the fine cutlery trade, and may be called the Sheffield of France. The principal objects of interest are the romanesque Cathedral; the Hotel de Ville, containing a library of 30,000 volumes; and the Museum.

Conveyances.—Railway to Mulhouse, Bale, Troyes, Paris, &c., see page 56.

Laon.—*Stat.*—10,000—Hotel:—La Hure.

A fortified town situated on a lofty hill in the midst of a fertile wine country, and half way between the Aisne and Oise. The old walls and ramparts command a series of fine views on all sides. The fine Cathedral of Notre Dame by which the town is surmounted is an excellent and interesting specimen of the early pointed style. It has five towers, deep portals, stained, rose, and other windows, and several ornamental side chapels. The church of St. Martin has two fine towers. The *Tour Penchée*, or leaning tower, is very curious. The caves in the rocks are worth notice. Stockings, hats, &c., are manufactured here, and there is a considerable trade in corn and wine.

Conveyances.—Railway to Reims, St. Quentin, Paris, Namur, Liege, Charleroi, &c., see page 16.

La Rochelle.—*Stat.*—14,500.

Hotel:—La Poste—exceedingly good.

Capital of the department of the Charente Inférieure, bishop's see and port, situated on an inlet of the Bay of Biscay. Vessels of 500 tons can enter the harbour, which consists of two docks surrounded by houses, and quays planted with trees. The fortifications were planned by Vauban. The streets are well built, and most of the houses have covered porticos. The only buildings worthy of notice are the Hotel de Ville, a fine building in the renaissance style; the cathedral; the bishop's palace; the tower of the Church of St. Sauveur; the library, which contains 20,000 volumes; and the gothic Porte de l'Horloge. There is a trade in wine, salt, cheese, fish, &c., but the principal article of commerce is brandy.

Conveyances.—Railway to Rochefort, Bordeaux, Poitiers, Tours, Orleans, Paris, &c., see page 38.

Laval.—*Stat.*—Hotel de Paris—the best.

A very fine town in the department of Mayenne, in Brittany. It has a theatre and several public buildings and cafés. The Tours and Bordeaux Railway can be reached either by taking the Dilig. to Angers, or the Railway to Le Mans, and to Tours. Conveyances: Railway to Le Mans, Rennes, and Paris, see page 24. Dilig. to Rennes, Brest, St. Malo, & Avranches; to the latter in about 8 hours.

Le Mans.—*Stat.*—Hotel:—Le Dauphin.

Le Dauphin.—A very fine town in the Department of the Sarthe, and well worthy of a visit. It has a Theatre, a Cathedral, Boulevards, and several Cafés, and a large Market-place, where the Diligences start from.

Conveyances.—Railway to Laval, Rennes, Tours and Bordeaux; see pages 24 and 37. Diligences to Tours, by Chateau du Loir, and Ecommoy, and by La Chartre-sur-Loire and G. Luce. The Diligence, via la Chartre, starts at 1 a.m.; time, about 10 hours. Diligence to Angers.

Libourne.—*Stat.*—10,500.—

Hotel:—de France.—

A fine well built town in the department of the Gironde, situated on the Dordogne, at the influx of the Isle, which is crossed by a handsome suspension bridge. The walks in the neighbourhood are delightful. At a short distance from Libourne is the remarkably interesting and ancient town of St. Emilion, possessing a great number of antiquities, among others the façade of Cardinal de Canteruc's palace; the hermitage of the Saint cut in the rock, where they shew his stone bed and chair; a monolithic temple or church in the rock; a round gothic church; and the ruins of the Chateau du Roi, which has a most curious tower. St. Emilion is famed for its wines.

Conveyances.—Railway to Bordeaux, Poitiers Tours, Orleans, Paris, &c., see page 34.

Lille.—*Stat., Northern of France Rail.*—Hotel de l'Europe, the first in the town, an highly recommended.

Population 68,500. A very fine city, and one the most considerable in France. It communicates by canal with Sensée and the sea; and the river Deûle, which runs through it, is navigable. The fortifications are reckoned Vauban's *chef d'œuvres*. The streets are wide, and well formed; the houses mostly in the modern taste and well built.

Objects of Attraction.—The Bourse, the Theatre, the Palace of Richebourg, built in 1430, now the Hotel de Ville, the church of St. Maurice, the Hospital, founded in 1739, the Museum, the Bridge, the Concert Hall, the Gaol, the Botanical Garden, the Triumphal Arch, erected in 1782 in honour of Louis XIV., and the Column raised in memory of the siege sustained by the city in 1792.

English Church Service twice on Sundays; also at Croix and Roubaix, Revs. R Watts, and J. Gilman, chaplains.

CONVEYANCES.—Railway to Arras, Amiens, and Paris, &c., see Time Tables, pages 12 to 15.—To Mouscron, Courtray, Ghent, & Brussels, pp.63,70,71.

Lisieux.—*Stat.*—HOTEL DE FRANCE.—A town in Normandy, very prettily situated, and lying between Bernay and Caen. Distance to Cormeilles and Pont Audemer, thirty-seven Kils.; to Cormeilles, 19 Kils. The walk is very charming all the way to Pont Audemer.

CONVEYANCES.—Railway to Caen and Bernay. See page 22.

Limoges.—37,000—*Stat.*—HOTEL:—
DU PERIGORD.

256 English miles from Paris, 255 from Pau, and 66 from Poitiers. It is situated in the department of Upper Vienne of which it is the capital, on the Vienne. Limoges contains several fine squares and fountains, also a cathedral, said to have been built by the English. The town carries on a brisk trade, and its manufactures are of cotton and woollen cloths, glass, porcelain, pottery, paper, &c. Horses are raised here.

CONVEYANCE.—Railway, see pages 28 to 29.

Luz.—HOTEL: HOTEL DES PYRENEES.

A pretty village in the High Pyrenees, on the road to Gavarnie, with a curious church—about 11 miles from Cauterets, and half a mile from the baths of St. Sauveur. The excursion to the Grande Chaos and Gavarnie on horseback, ten hours, should on no account be omitted, being unattended with danger, and embracing the finest scenery in France. Crêpe de Barege manufactured here.

CONVEYANCES.—Diligences daily to Tarbes and the neighbouring towns.

Lyons.—*Station.*—(*with Map in Special Edition.*)—HOTELS:—

GRAND HOTEL DE LYON, a first class hotel for families and gentlemen.

HOTEL DE L'EUROPE, particularly good, and commanding on one side a delightful view of the most picturesque scenery, including the Fourviers hills and the Saône.

HOTEL DE L'UNIVERS, near the Post-Office and Steam-boats, and the nearest to the universal Railway Station of Perrache, is a first-class Hotel, and highly spoken of. Mr. Glover is English.

HOTEL COLLET, Rue Imperial, near the Place Belle Cour—very good and comfortable.

Lyons is the chief manufacturing city of France. Population, including suburbs, 275,000. Well situated at the junction of the two great rivers the Saône and the Rhone. The Rhone is crossed by 8 bridges, and the Saône by 9. Lyons contains many public squares, among which is that of Louis le Grand, or Bellecour, one of the most magnificent in Europe, adorned with beautiful lime-trees and an equestrian statue of Louis XIV. This city contains one of the finest libraries in France, consisting of nearly 100,000 volumes, and scientific and benevolent institutions are numerous. Within the walls of the city there are upwards of 7,000 establishments for the manufacture of silk, employing nearly 30,000 looms. The streets which run parallel with the river, have their names on black plates, and those running at right angles with them on yellow plates; there is a magnificent view from the Observatory. No traveller should omit ascending the height of Fourdières, on account of the magnificent view to be obtained therefrom. On a clear day, the Alps and Mont Blanc can be seen in the distance. It is 326 miles S.E of Paris, and 224 N.W. of Marseilles. For climate, &c., see Bradshaw's Companion to the Continent, (price 7s. 6d.)

The descents of the Saône from Chalons to Lyons, and of the Rhone from the latter town, in many respects resemble that of the Rhine. In fine weather it may be doubted whether the scenery is not equal in beauty and variety. The cities on the Rhone are, generally speaking, of very remote antiquity, much more so than those on the Rhine. The historical associations are, at least, of equal interest, whether considered with reference to the period of classical antiquity, to that of the feudal ages, or to the more recent one of the French revolution. Ruins of ancient castles and fortresses frequently occur, whilst the *bon vivant* is gratified by observing as he passes, the vineyards which produce Cote Roti, Hermitage, and St. Peray.

ENGLISH EPISCOPAL CHURCH, No. 2, Rue de Pavie, Quai de Bon Rencontre. Divine Service at half-past 11 morning.—Chaplain, Rev. E. Maguire.

OBJECTS OF ATTRACTION.—The Cathedral, the Churches, the Hotel de Ville, the Museum, the Place Bellecour, the numerous bridges, the Observatory, from which Mont Blanc may be distinctly seen on a fine evening, &c.

The Hydrotherapique Establishment at Serin, between Lyons and Isle Barbe, is half an hour's distance from Lyons.

CONVEYANCES.—Lyons to Paris, by Railway, see page 45. Railway to Roanne, see page 33. Railway to Marseilles, see page 46. Railway to Geneva, see page 50. Diligence, see page 232. Steamers to Valence &c., see page 199.

Macon.—12,600—*Stat., Paris and Lyons.*—HOTEL:—

HOTEL DES CHAMPS ELYSEES, situated in the centre of the town. Good and moderate.

HOTEL DE L'EUROPE, a most comfortable house, scrupulously clean, charges moderate. The host and hostess obliging and attentive.

Macon is 275 English miles south of Paris. Birthplace of Lamartine, situated on the river Saône, across which the railway to Seyssel is carried. Macon has a fine promenade, and a trade in wine.

Passengers from Paris to Geneva, or Chambery and the Mont Cenis, proceed by this line to Amberieu (where the main line from Lyons is joined).

CONVEYANCES.—For Paris and Lyons Railway, see pp. 44 and 45; Lyons and Geneva Railway, p. 50. Steamers between Chalons and Lyons, calling at Macon, pp. 185 and 199.

Mantes.—*Stat.*—5000.

HOTEL:—GRAND CERF.

Beautifully situated on the banks of the Seine, and called La Jolie, or pretty. It was burnt by William the Conqueror in 1096, and it was here that he received the hurt which caused his death a few days after. The buildings worthy of notice are the

Cathedral of Notre Dame, with its triple portal, tall square towers, and delicate choir; and the beautiful tower of St. Maclou, which is all that remains of the church.

CONVEYANCES. — Rail to Paris, Rouen, Havre, Dieppe, Caen, Cherbourg, &c., see pages 20 to 23.

Marseilles.—185,000—*Stat.*, *Marseilles and Lyons Railway*—(*with Map in Special Edition*).

HOTELS:—

GRAND HOTEL DES EMPEREURS.—A first-class Hotel, and splendidly situated.

GRAND HOTEL BEAUVAU.—An excellent hotel for families or single travellers, most centrally situated.

HOTEL DES AMBASSADEURS.—A first-rate good house, in an excellent situation, deservedly recommended. The "*Times*" Newspaper daily.

GRAND HOTEL BRISTOL transferred to 24, Place Noailles, in a good situation and much improved. Mr. E. Gillot, proprietor.

HOTEL D'ORIENT.—One of the best Hotels in the South of France.

Chief port of the Mediterranean, and Steam Packet Station for Italy, the Peninsula, and the East, with a wonderful natural and artificial harbour, but so foul and unwholesome that all who can, sleep in their villas or "Bastides," of which there are thousands within a few miles of the city. The ports of Marseilles afford accommodation to nearly 2,000 vessels of all classes. The city was founded 600 years before the Christian era, by a colony of Phocœans. Marseilles is considered by many as the finest city of France, and the various approaches to it are lined with trees and well-built houses: the city itself is composed of the old and new towns, the latter portion especially being elegantly built. Worthy of notice are the Square and Fountain of the Obelisk, the Prado, which is three miles long, the fine broad Street Cannbière, and one or two Churches—also the remarkable Château d' If, at the entrance of the Port. The manufactures consist chiefly of tobacco, printed goods, hats, glass, porcelain, china, soap, coral, &c. There is a good view from the hill "Notre Dame de Garde," Its museum contains poor pictures; it has also a fish market, flower market, and a jardin des plantes, &c. It is 218 miles south by east of Lyons, 300 east-south-east of Bordeaux, and 534 from Paris.

CONVEYANCES.—Railways, see pages 46 to 49, For the sailings of Steamers from this port to all parts of the world see page 195. For Diligences see page 200. London by way of Paris may now be reached in 37 hrs. Fare, £6. The direct route by land to Nice is through Draguignan, which is a small town situated half way between Marseilles and Nice, and where invalids usually sleep a night *en route*. The journey from Marseilles to Nice occupies 25 hours.

ENGLISH CHURCH, 100, Rue Silvabelle. Service performed by the Rev. M. John Mayers; morning, at half-past 10; afternoon, at half-past 3.

Meaux.—*Stat.*—9,900.—HOTEL:—LA SIRENE.

A well-built town, sous-préfecture, and bishopric, situated in the midst of a beautiful country on the canal de l'Ourcq, and the Marne, which divides it into two, the part to the south being called the Marché, and is connected with the other part by a bridge. The buildings worthy of notice are the Cathedral of St. Etienne, which is a splendid gothic structure, 332 feet long, with a high tower from which there is a most extensive view; the Hotel de Ville; communal college; public library; and beautiful cavalry barracks. There are some fine promenades and delightful walks in the neighbourhood. The famous *Fromage de Brie* is made here.

CONVEYANCES. — Railway to Paris, Epernay, Nancy, Strasbourg, &c., see pages 52 to 55.

Melun.—7,500.—*Stat.*, *Paris and Lyons.*

HOTEL DE FRANCE.

27½ English miles from Paris, capital of the department of Seine and Marne, on the Seine. It has a trade with Paris in corn, meal, wine, and cheese. For Railway, see pages 44 and 45.

Metz.—*Stat.*, *Paris and Strasburg.*—HOTELS:—HOTEL DE L'EUROPE, a first-rate hotel for families and gentlemen, very good in every respect.

Population 43,500; 198¼ English miles E. of Paris. The ancient Divodurum, a strongly fortified town, capital of the department of the Moselle, at the confluence of the Seille and Moselle. The circumference of the whole town and fortifications is between three and four miles; the breadth is nearly equal to its length. Two quarters, the east and north, are insulated by intersections of the rivers; the latter are bordered in some parts with quays, and crossed by a number of small bridges. The public squares are small; the principal are the Place d'Armes, near the centre of the town, the Place de la Comedie, and the Place Mazelle. The esplanade is a fine walk, planted with trees, and separating the town from the old citadel. The principal public buildings are the governor's residence on the esplanade; the cathedral, forming one of the sides of the Place d'Armes, which is much admired; the theatre, the town-hall, the residence of the intendant, the hospitals, and a number of churches and religious houses, and likewise extensive barracks. There is an extensive public library. The manufactures are cotton, linen, muslin, gauze, fustian, chintz, calico, and different kinds of woollens. The leather trade is considerable. It has a Roman Aqueduct.

CONVEYANCES.—Railway to Nancy, Forbach, and Thionville, page 51.

Moissac.—*Stat.*—11,000.—HOTEL:—GRAND SOLEIL.

An ancient town situated on the Tarn, in the department of the Tarn et Garonne. Its principal objects of interest are the remains of the abbey and the Church of St. Pierre and St. Paul, which has a very remarkable porch, covered with figures of the Annunciation, Adoration of the Wise Men, the Flight into Egypt, &c., the whole being remarkably bold in design, while the capitals of the pillars of the cloisters are ornamented with grotesque figures in the same style. The trade is in saffron, corn, and wine.

CONVEYANCES.—Railway to Bordeaux, Agen, Toulouse, Cette, &c., see page 40.

Montauban.—*Stat.*—25,000.—HOTEL:—DE L'EUROPE.—Very good.

Chief town of the department of the Tarn et Garonne, situated on the right bank of the Tarn, on a plateau some 50 or 60 feet above the river. Th

principal objects of interest are the cathedral, a modern building in the Italian style; the Hotel de Ville; the Prefecture, with its four turrets; the bishop's palace; the Protestant theological college, and the library, containing 10,500 volumes. From the Promenade des Terrasses there is a most extensive view commanding the whole of the magnificent plain extending to the Pyrenees and the sea, a distance of 50 leagues.

Montauban is a thriving manufacturing town with an extensive trade in woollen serges (*Cadis de Montauban*) silk stockings, cottons, drugs, spices, &c.

CONVEYANCES.—Railways to Agen, Bordeaux, Cette, St. Christphe, &c., see pages 40 to 42.

Montbrison.—*Stat.*—HOTEL.—

DU CENTRE.

Population 6,400; 320 E. miles S. of Paris.—The capital of the department of the Loire, on the Vigez.

CONVEYANCES.—Railway to St. Etienne, Lyons, and Roanne, see page 32.

Montpellier.—*Station.*—HOTEL:—

HOTEL DU MIDI.

A very ancient city, the capital of the department of the Herault, containing a population of 40,200. It is highly celebrated for the salubrity of its air, and for its extensive and interesting prospects, which on the one hand embrace the Pyrenees, and on the other the Alps, and is much visited by invalids from foreign countries. The town is situated on a declivity between the rivers Masson and Lez, about five miles from the sea, with which it communicates by means of the Canal de Grave. Some of the streets are steep and irregular; in the interior of the town they are winding, narrow, and dark, the most regular and the best houses being in the suburbs. The public promenade, called Peyroun, is one of the finest in Europe; an equestrian statue of Louis XIV. was erected in it in 1829. Montpellier is the seat of a celebrated university, famous for its school of medicine: the anatomical theatre alone is capable of accommodating about 2000 persons. The town also contains a botanical garden, museum, cabinet of natural history and anatomy, an observatory, and a public library of 35,000 volumes and many valuable manuscripts.

The principal trade is in tartars, verdigris, wool, wine, aqua vitæ; woollen carpets, fustians, and silk stockings. It is 520 miles distant from Paris, and 115 miles west of Marseilles by rail.

CONVEYANCES.—Railway to Nimes, Tarascon, and Cette, see page 48.

Mulhouse.—*Stat., Strasburg and Bale Railway.*—HOTELS.—

HOTEL DE PARIS.

Population 20,500; 295½ English miles from Paris; and 19 E. miles from Bale, situated between two arms of the river Ille, and on the canal of Monsieur. It is well built, and contains some fine edifices, of which the chief are the church of St. Stephen, belonging to the Reformed church, the Catholic church, the town-hall, the college hospital, &c. There are numerous manufactures of printed silks, cottons, ribbons, wool and cotton yarns, laces, patchwork, sugar from beet-root and chemical products. Among the manufacturing establishments, that of the brothers Koechlin is remarkable. Also the Naghelin Spinning Factory (95,000 spindles). In the neighbourhood at Dornach there are the works of the Messrs. Dolfus, Mies and Co. The trade consists of corn, wines, ardent spirits, and native manufactures. There is a picture gallery here.

CONVEYANCES.—Railway, see pages 56, 57, 58, 59.

Nancy.—*Stat., Paris and Strasburg.*—40,200.—HOTEL:—

HOTEL D'ANGLETERRE, a comfortable house, opposite the Railway Station.

Distant 220 E. miles from Paris, and 93 from Strasburg by rail. Capital of the department of Meurthe on the river of that name. Divided into old and new towns; the latter by far the larger as well as more handsome of the two. The gates of Nancy are particularly fine, and are more like triumphal arches than the mere entrances to a city. The royal square, built by Stanislaus, is surrounded by an iron railing, and by some of the finest buildings in the town. The streets of the old town are narrow and crooked; but it contains two elegant squares. Besides the old and new town, Nancy has two well built suburbs. Of its public edifices the chief are the elegant town-hall, the cathedral, a large modern edifice, the church of St. Sebastian, the church of Notre Dame, and the theatre, all situated in the new town; the palais de justice, the exchange, the arsenal, the barracks, and churches. Extensive and beautiful promenade. Nancy has no manufactures of consequence, with the exception of linen, woollen, and embroidery.

CONVEYANCES.—Railway to Paris, and Strasburg, see pages 52 and 54; to Metz and Forbach, see p. 51.

Nantes.—*Stat.*—HOTELS:—

HOTEL DE FRANCE.

One of the largest and richest commercial cities in France, capital of the department of Lower Loire, seated on the Loire. It was formerly the residence of the Dukes of Bretagne, who built a strong castle on the side of the river, which still exists. The cathedral contains the tombs of the ancient dukes, besides which there are a collegiate church and 11 parish churches. The bridges over the Loire, in which are some islands, are almost a league in length. The city contains 20 squares, 17 churches, and many handsome buildings, together with scientific and literary establishments, and a collection of tolerable paintings. Infamous for its Noyades. The suburbs exceed the city in extent. A great quantity of salt is made in the territory of Nantes, both at the bay of Bourgneuf and in the salt marshes of Guerande and Croisic, and a great manufacture of preserved provisions is carried on here. Large vessels can come no higher than Paimbœuf, which is 30 miles from Nantes; but its fine quays are crowded with those of less burden than 200 tons. It is the great point of export of brandy. It has some building yards for Steam vessels, and also large naval store-houses. Population 91,300, principally engaged in fishing, and in the manufacture of cotton goods, glass, &c. It was here that Henry IV. promulgated the famous edict, in 1598, in favour of the Protestants, which was revoked by Louis XIV. in 1685. It is 259 miles W. of Paris by rail, and 58 from Rennes.

CONVEYANCES.—Railway to Paris, see pages 31 to 36. Steamers, see page 202.

Nevers.—16,100—*Stat., Paris and Brioude Rail.*—HOTEL:—DE FRANCE.

189 English miles South of Paris, and 116 from Lyons. This is a considerable but dirty ill-built old town on the Loire, with narrow and winding streets. The cavalry barracks is a large building. The Loire is here crossed by a fine bridge of 20 arches. The town contains manufactures of iron-wares of massive character, glass, plate, earthenware, and enamel.

CONVEYANCES.—Railway to Orleans, Paris, &c., see page 30 & 31.

Nismes.—*Stat.*—HOTELS:—

Nismes is the capital of the department of Gard, and a Bishop's see. Here are numerous monuments of antiquity, of which the amphitheatre, built by the Romans, is the principal. There are likewise the ruins of a temple of Diana, and a grand tower. It is much and deservedly celebrated for the number and interest of its antiquarian remains. The Maison Quarrée, or the Square House, is one of the finest pieces of architecture of the Corinthian order in the world. Here are manufactures of silk, stockings, cloth, leather, &c., and a considerable trade in silk, corn, dried fruits, oil, and wine. It is seated in a plain, abounding in wine and oil; population, 49,500; 79 miles N. of Marseilles.

Besides the antiquities mentioned, the public gardens, in which the remains of the temple of Diana are situated, and from which the Tour Magne is reached, are worthy of notice for their extent and arrangement. A band plays here on Sunday afternoons. The view from the Tour Magne is one of the most extensive in France. In the "Grande Place" there is a magnificent marble fountain by the great sculptor Pradier, which cost 250,000 francs, and is probably the finest in France; when viewed by moonlight the effect is admirable. No traveller should omit visiting the Pont du Gard, a pleasant day's excursion from here, 15 miles distant; 12 frs. for a cab.

CONVEYANCES.—Railway to Alais, Montpellier, and Cette, see page 48 Alais and Besseges page 48. Malles Postes for Paris, at 9 p.m.; for Lyons, at 9 a.m.

Noyon.—*Stat., Northern of France.*—HOTEL:—

DES CHEVALETS.

Population 6,500; 77¼ English miles from Paris, and 28½ from St. Quentin. It has manufactures of linen, leather, hats, and stockings.

CONVEYANCES.—Railway, see page 16.

Orleans.—*Stat.*—43,400.—HOTEL:—

DU LOIRET.

Capital of the department of Loiret, situated on the rt. bank of the Loire, 76 miles S.W. of Paris and 71 N.W. of Tours,—a Bishop's see. Many of the houses are built of wood, and the streets are very irregular. Under the sons of Clovis it was the capital of a kingdom. In 1428 it stood a memorable siege against the English, which was raised by the celebrated Joan of Arc, called the Maid of Orleans. The principal public buildings are the fine cathedral, town-house, court of Justice, mint, and theatre. The trade consists in stockings, sheepskins, wine, brandy, corn, grocery, and particularly sugar, which is brought raw from Nantes and Rochelle. The faubourg of Paris is of a prodigious length, and that of Olivet, on the left side of the Loire, has a communication with the city by a bridge of nine arches. Near the city is a forest, containing 91,000 acres planted with oak & other valuable trees.

OBJECTS OF ATTRACTION.—The Botanic Garden and Museum; Cathedral, with its two lofty towers, upwards of 250 feet in height, and regarded as one of the finest Gothic edifices in France; small bronze Monument of the Maid of Orleans; Belfry Tower; the Hotel de Ville, &c. The Public Library contains about 30,000 volumes.

CONVEYANCES.—Railway to Paris, Tours, Angers Nantes, and Bordeaux, pages 27 to 37.

Paris.—*Stat.*—(*With Map in Special Edition.*—

HOTELS:—

GRAND HOTEL LOUVOIS, Place Louvois, in the Rue Richlieu, most centrally situated, and a well-conducted, clean house.

HOTEL DE LA GRANDE BRETAGNE, excellent and recommended, as a comfortable family hotel.

HOTEL DES DEUX MONDES ET D'ANGLETERRE, 8, Rue d' Antin, first rate, cannot be too highly recommended for its comfort, cleanliness, and charges.

HOTEL MEURICE.—First class for families and gentlemen, good in every respect, and most conveniently situated from its central position and proximity to the Tuileries. Mrs. B. Caillez, Proprietress.

HOTEL BEDFORD, 17 and 19, Rue de l'Arcade, near the Madeleine, excellent in every respect.

HOTEL RIVOLI, 202, Rue de Rivoli; a comfortable and newly fitted up Hotel, in a good situation.

HOTEL WAGRAM—good, very clean, and well conducted.

HOTEL DES ETRANGERS, 3, Rue Vivienne, worthy of the very highest recommendation.

GRAND HOTEL DU LOUVRE, a first class Hotel on a large scale, admirably conducted. See advertisement.

HOTEL DE LILLE ET D'ALBION, 223, Rue St. Honore, a well conducted good house.

GRAND HOTEL DE LYON, 12, Rue des Filles St. Thomas, with a large frontage in the Rue Richelieu, very comfortable, and charges moderate.

GRAND HOTEL DES TROIS EMPEREURS, 170, Rue de Rivoli, Place du Palais Royal, a large first-class house.

GRAND HOTEL DE LONDRES, Rue Castiglione, a remarkably good house, in a good situation.

HOTEL DE CALAIS, 5, Rue Neuve des Capucines, a comfortable and reasonable house.

HOTEL DE NORMANDIE, 240, Rue St. Honoré, good and moderate.

HOTEL DES ETRANGERS, 21, Rue Tronchet, Paris. E. Krauth, proprietor.

London and New York Hotel, most conveniently situated, near the Madeleine and Champs Elysées.

Hotel Victoria, Rue Chauveau Lagarde.

Hotel Folkestone, 9, Rue Castellane, very comfortable, and charges moderate.

Hotel de Londres, Rue St. Hyacinthe, near the Rue St. Honoré.

Hotel Vouillemont, 13, Rue des Champs Elysées, near the Madeleine, in a good situation.

Hotel de France, Rue Richelieu.

His Lordships' Larder—Dining-Rooms, 25, Rue Royale, Madeleine, Draught Ale & Porter, See adv.

Family House.—Board and residence, 25, Rue Royale, facing the Madeleine, Mr. and Mrs. Delapierre proprietors.

Chateau de Chateaubriand, 19, Rue Chateaubriand, Champs Elysees, the best and most respectable boarding-house in Paris.

Board and Residence.—Mmes. Thibaud Bretet's Establishment, 33, Rue du Chemin de Versailles, Champs Elysées.

Messrs. Galignani & Co.'s extensive Literary Establishment, 224, Rue de Rivoli, (recently removed from the Rue Vivienne), French and English Circulating Libraries. A handsome reading-room supplied with the most important papers of the English and Continental press, English publications and periodicals. An Address Book of English and American Residents and Arrivals is kept for the inspection of all visitors. The Daily English Newspaper, Galignani's Messenger, is distinguished by great impartiality, giving full extracts and the leading articles of all the London Papers; also the latest news from Great Britain, the Continent, and all parts of the world.

Under the head of "Strangers' Diary" are found every day the hours of admission to all places worthy of attention in Paris.

Galignani's Messenger is forwarded with great regularity to subscribers in France and abroad. Cheap Reprints of popular authors, and all English Editions at London Prices.

English Physician.—Dr. Smith, No. 8, Rue Castiglione.

English Solicitors.—Messrs. Leakey, Chapman, and Clarke, 49, Rue de Rivoli, Paris, and 24, Lincoln's Inn-Fields, London.

Dancing.—Private lessons for Gentlemen of all the fashionable dances, by M. Coulon, of the Grand Opera, assisted by Mademoiselle Emmeline, 320, Rue St. Honoré.

Fencing Academy.—320, Rue St. Honoré, Mr. Lozes, late professor at the Polytechnic School. Class for the Foil, Sabre and *Canne*, every day, 2 to 4.

The French Language taught to Strangers by Mr. Eman. Martin, 19 bis, Rue de la Chaussée d'Antin, who speaks English, and has made the teaching of his mother tongue his especial branch for the last 14 years.

Paris is situated on the Seine, in the same manner as London on the Thames, the river running from east to west; its circumference is 15 English miles. Population about 1,200,000; number of houses about 50,000. Viewed from any eminence, the form of the city is nearly circular. Paris contains about 1,350 streets, 204 covered avennes, 30 boulevards, 99 public establishments, 58 barriers, 28 bridges, and 38 quays. The city is divided into 12 parishes, each containing its church, and two or three chapels of ease. There are two islands formed in the Seine—one called the City Island, the other the Island of St. Louis. The numbers of the houses in the streets parallel with the river are arranged according to the course of the stream, and in the streets at right angles with the Seine the numbers begin at the end nearest the river: in both cases the numbers on the right side of the street being even, and on the left odd.

The most lively streets are the Rue St. Honoré, Vivienne, Richelieu, Neuve des-Petits-Champs, &c. The streets, squares, and bridges are lighted by upwards of 6,600 gas lamps, and the city is fortified with a strong wall, taking in all the town, as far as St. Denis and Mont Valerien. On passing the barrier, the luggage is examined. Commissioners (or porters) ply at every railway station or coach office, who will convey the traveller and his luggage to any of the hotels, at a charge of 1 franc. Having arrived at the hotel, it is necessary to arrange the charge for lodging from one mid-day to another.

Post-office.—The General Post-office is situated in the Rues Jean-Jacques Rousseau and Coq-Heron There are also 16 auxiliary Bureaux, called Bureaux d'Arrondissement, and 268 smaller offices, called Boites aux Lettres. The system of postage stamps is now adopted in France, at a universal rate of 20 centimes, or 2d. for the provinces and 10 centimes for letters posted in Paris to any address within the fortifications.—Letters for England, foreign countries, and the departments, are in time at the boites till half-past three o'clock; at the bureaux d'arrondissement, till four; and at the general post-office till five, except on Sundays and holidays, when the Exchange is shut—the general post-office then closes at three o'clock. Letters may be directed to a traveller, *Poste Restante*, Paris, or any other town where he intends to go. The *Poste Restante* is open daily from 8 a.m. to 7 p.m., Sundays excepted, when it closes at 5 p.m.

Omnibuses.—In addition to cabriolets, fiacres, voitures, and similar vehicles that ply in the streets of Paris, numerous sets of Omnibuses are established. Their uniform price for all distances is *six sous*, and as each of them corresponds with a similar one that intersects their line, a person may, without any extra charge, change from one to another, merely by asking for a ticket called *cachet de correspondance*.

Hackney Coach and Cabriolet Fares.—In Paris Hackney Coach and Cab Fares are regulated by the *course*, or by time, at the option of the traveller, who is required to signify to the driver before starting which he selects. A Course is any given distance within the limits of Paris, whether long or short, and *without* stoppage. Fares: 1 fr. 25 c. the course, and 1 fr. 75 c. the hour, if with 2 places; 1 fr. 40 c. the course, and 2 frs. the hour if with 4 or 5 places from 6 a.m., to half past 12 night; and 2 frs. the course, and 2 frs. 50 c. the hour, whether of two, four or five places from half past 12 to 6 a.m. There is a better class of public vehicles called

Voitures de Remise; these must be looked for at certain stations, and not on the public stands; the carriages are cleaner, and the cattle somewhat better. Fares: 2 frs the course, and 2 fr. 25 c. the hour, from 6 a.m., to half past 12 at night and 2 frs. 30 c. the course and 3 frs. the hour from half-past 12 to 6 a.m.

PLACES OF WORSHIP.—EPISCOPAL CHURCH 10, Avenue Marbeuf, minister, the Rev G. Gardiner; at 11 a.m. and 3.30 p.m., and on Wednesday at 11. EPISCOPAL CHURCH, 17, Rue de la Madeleine, Rev. Arch. Gurney, at 8.30 and 11 30 a.m. and 3.30 and 7.30 p.m.; Daily Prayers at 8.30 a.m. and 5 p.m.; Saint days same as Sundays. ENGLISH CHURCH, Rue d'Agnesseau, Rev. E Forbes, at 11.30 a m. 3 30 and 7.30 P M. EVANGELICAL SERVICE at the Wesleyan Chapel, 23, Rue Royale, Rev. A. Kessan, at noon and 7.30 p.m CONGREGATIONAL WORSHIP, 180, Rue Faubourg St. Honoré Rev. A Shedlock, at 11 a m. and 3 30 p.m, AMERICAN CHAPEL, Rue de Berry, Rev. Mr. Seely, at 11.30 a.m. and 4 p m. AMERICAN EPISCOPAL CHURCH, 14 Rue Faubourg St. Honoré, Rev. W. O. Lawson, 11 a m. and 4 p.m.

FOUNTAINS AND WATERWORKS.—Among the Public fountains in Paris, those most worthy of note are those on the Place de la Concorde, the Boulevard du Temple, Place Louvois, the Fontaine Molière, Rue de Richelieu, and the Fontaine Cuvier, Rue Cuvier, The Artesian Well de Grenelle, made from 1834 to 1841, is 1650 feet in depth, and throws up 1,700 cubic feet of water per hour.—The Water Filtering Establishment, 24, Quai des Celestins, is well worth seeing.

The QUAYS are formed on both sides of the Seine, and have thirty-three different names.

CHURCHES.—The Cathedral of Notre Dame is a very noble pile of building, erected in the 12th century. It has two majestic towers. The three principal entrances are finely carved, from subjects out of the New Testament. The colossal bell in the north tower, called Le Bourdon, weighs 322 cwt. It is only rung on state occasions, requiring the labour of eight men. There are some most beautiful paintings and magnificent carvings in the choir, which is supported by 120 massive pillars, and the gallery by 297 pillars. The floor is of marble. The altar is most magnificently carved, and here are placed the statues of Louis XIII. and XIV. In a niche there is a beautiful marble group, representing the Descent from the Cross. The charge for ascending the tower, from which there is a delightful prospect, is 20 cents.—The New Church of the Madeleine, situated on the place of the same name, opposite the Rue Royal. The first stone was laid in 1764, and it was finished by Louis Philippe. It is surrounded by 52 Corinthian pillars, ornamented by a splendid façade. This building was intended by Napoleon to represent the Temple of Fame. The bas-relief over the portico is worthy of particular attention. The interior is most magnificently ornamented with rich gilding, paintings, and statuary, and is lighted by its three domes, which are most beautifully painted.—The Church Notre Dame de Lorette, at the end of the Rue Lafitte, was completed in 1823, and is fitted up in the most costly manner with paintings by the best French artists.—The Church St. Etienne du Mont, in the square of the same name, behind the Pantheon, celebrated for its choir, pulpit, and the grave of the holy Genoveva.—The Church St. Eustache in the Rue Trainée, is one of the largest and most handsome in Paris.—The Church of St. Germain des Prés, in the square of the same name, is the oldest in Paris, containing the monument to King Casimir of Poland, and the remains of Descartes and Belleau.—The Church of St. Germain l'Auxerrois, in the place of the same name, opposite the colonnade of the Louvre, is remarkable for its antique architecture.—Also the Gothic Church of St. Merry, in the Rue St. Martin, and the Church of St. Roch, in the Rue St. Honoré, containing monuments of Crequi, Corneille, and Le Nôtre, and a splendid pulpit.—The Church of St. Sulpice, in the place of the same name, has a beautiful portico, baptismal fonts of colossal shells, and a beautiful pulpit.—The Pantheon, which is now restored to church purposes, and called the Church of Geneviève, may be classed among the most beautiful buildings in Paris. It is intended to place the remains of celebrated men in its tombs: those of Voltaire and Rousseau are interred here.—The Synagogue of the Jews, in the Rue Notre Dame de Nazareth, is a beautiful temple, resting on thirty Doric pillars.

PALACES AND OTHER PUBLIC BUILDINGS.—The Palace of the Tuileries (formerly the residence of the Kings of France) claims attention for its magnificent garden, adorned with statues, vases, and fountains.—The Louvre may be classed among the most beautiful of the Parisian palaces; its splendid picture gallery reaches to the Tuileries. The colonnade, opposite the Church St. Germain l'Auxerrois, is worthy notice.—The Palace of the Luxembourg, Rue de Vaugirard, formerly used as the House of Peers, now the place where the senate meets, has a beautiful garden. The splendid steps, the Hercules Saloon, the Salon de la Réunion and des Séances, with its amphitheatrical arrangement for its members; la Salle du Trone, the Library next to the Chapel, a saloon adorned with panel paintings by Rubens; a gallery studded with sculpture and paintings, and the Observatory, claim the visitor's inspection.—The Palais Royal, Rue St. Honoré, contains innumerable courts, galleries, arcades, and a garden planned by Cardinal Richelieu in 1629. The father of Louis Philippe converted the whole of this superb mass of building into mercantile purposes. Louis Philippe finished a part of the square which had been left incomplete. The principal entrance is from the Rue St. Honoré. The shops consist mostly of libraries, booksellers, jewellers, confectioners, bazaars, coffee-houses, taverns, &c.—The Palais de Justice, situated in the Place of the same name, contains an enormous saloon called the Salle des Pas-Perdus, and the Monument Malesherbes. On the south side is La Sainte Chapelle, a gothic building, erected by St. Louis, is quite a gem, and worth a visit. Those who wish to view the interior must apply to the porter, behind the chapel.—The Palais des Beaux Arts, in the Rue des Petits Augustins, is principally used for the exhibition of works of art, manufactures, and architectural models. In the large court-yard is a portico of

the château of Gaillon.—The Hotel des Invalides is situated between the Suburb St. Germain and Le Gros Caillou, and is open to public inspection on Thes. and Thur. from 12 to 3. Under the beautiful dome of the church rest the remains of Napoleon. The tomb is magnificent. The Entrance Gate, the Royal Court, the Library, and the Kitchens, are well worthy inspection.—The Palais Bourbon, (now the Corps Législatif, where the members hold their sittings), is situated in the Rue de l'Université. The Military School (now used as barracks) is on the Champ de Mars. The Hotel des Monnaies (containing a rich collection of coins and medals), is on the Quai de Conti.—The Hotel de Ville (Town Hall), and residence of the Prefet de la Seine, is situated in the place of the same name. It is adorned with sixteen statues of celebrated men. —The Exchange (La Bourse), is situated in the square of the same name, the buildings composing it forming a parallelogram, supported externally by 66 Corinthian columns. The principal saloon will contain two thousand persons, and is handsomely decorated with cartoons.—The Halle au Blé, in the Rue de Viarmes, is a most beautiful structure, in which there is a most astonishing echo, and near to this building stands the Pillar built by Catharine de Medicis, and on which she was accustomed to make her astronomical observations. This building is the grain market and granary of Paris, and is capable of containing 30,000 sacks of corn. The hall is 126 feet in diameter.—The Halle aux Vins (Wine Market,) on the Quai St. Bernard, is well worth a visit. It covers a vast surface, and is portioned off into streets, named according to the kind of wine contained in the warehouses that form them. Open daily.

Exhibitions, Museums and Libraries.—The Imperial Library, in the Rue Richelieu, contains 800,000 volumes, 72,000 manuscripts, 5,000 portfolios of engravings, and a most complete collection of coins and medals.—The Library of the Arsenal, in the Rue de Sully, contains 170,000 volumes, and 6,000 manuscripts.—The Library of St. Genevieve in the upper story of the Abbey of St. Genevieve, in the Square of the Pantheon, contains 110,000 vols., and 2,000 manuscripts, besides several other collections of rare books.—The Museum of the Jardin des Plantes has three entrances, one in the Rue du Jardin, the second in the Rue Cuvier, and the third opposite the Bridge of Austerlitz. This is a most astonishing exhibition somewhat like the Zoological Gardens, Regent's Park, London. The zoological collection is in the Swiss Valley. The museum contains a magnificent collection of mineralogical, botanical, and zoological specimens; also a splendid anatomical collection.—The Conservatoire des Arts et Metiers, Rue St. Martin, contains a good collection of mechanical and industrial models, &c.—The Museum of the Louvre is divided in the following manner:—1. Collection of Antiquities. 2. Museum of French Sculpture. 3. Gallery of Drawings. 4. Gallery of Paintings of the Italian, Flemish, and French Schools. 5. Collections of Spanish Paintings. 6. Collection of Greek, Roman, and Egyptian Antiquities, Vases, Statues, &c. 7. Models of Shipping, highly interesting; far surpassing any thing of the kind in England.—[We recommend the visitor to purchase a catalogue at the entrance, costing but a trifle.] Admission (on production of passport and writing down your name) 10 till 4 daily, except Monday.—The Museum of the Luxembourg contains the best collection of paintings by modern artists; and the Artillery Museum, in the Place St. Thomas d'Aquin, a fine collection of armour and accoutrements, from the most remote ages to the present time. Admission, same as the Louvre.—The Museum de l'Hotel de Cluny and du Palais des Thermes, in the Rue de la Harpe, joined to each other by a passage, contain surprising collections of rare mediæval productions. The former is open Wednesdays, Thursdays, and Fridays, 12 till 4.—The National Institute of France is on the Quai Conti, and the College of France in the Place Cambrai, and various literary and scientific societies hold their meetings in the Town Hall, &c.

The attention of visiters to Paris should be directed to the Chapelle St. Ferdinand, erected on the spot where the Duke of Orleans died in 1842; and to the Chapelle Expiatoire, on the spot where the remains of Louis XVI. and Marie Antoinette were interred, after being guillotined; and also to the statue of Marshal Ney, recently erected on the spot behind the Palais du Luxembourg, where he was shot in 1815.

Pere la Chaise.—This celebrated cemetery, situated at the end of the Rue de la Roquette, is well worth a visit, containing as it does the celebrated monuments to Abelard and Heloise, to Fontaine Molière, Talma, Raucourt, De Lille, Kellermann, Davoust, and many others, as well as the beautiful mausoleum of Demidof.

Passport Offices in Paris.—The following is a detailed list of the Ambassadors' Residences at Paris. The circumstances under which a *visa* to a passport is necessary, will be found given in the observations at pp. xxxiii to xxxviii; hours of business are from 11 to 1.

Austria and Parma.—134, Rue de Grenelle, St Germain. *Baden.*—Rou Joubert. *Bavaria.*—15, Rue d'Aguesseau. *Belgium.*—97, Rue de la Pépinière. *Denmark.*—88, Rue de la Pépinière; Rue de Trevise. *Free Towns*, Resident Minister, 6, Rue Trudon. *Great Britain.*—39, Rue du Faubourg St. Honoré; Consul, same address. *Greece.*—70, Faubourg St. Honoré; Consul, 30, Rue Basse du Rempart.

Hanover.—16, Rue Miromesnil.
Hesse-Electorale.—4, Rue de Menars.
Hesse, Grand Duchy.—See Baden.
Holland.—28, Rue de Suresnes.
Lucca.—3 Rue Caumartin.
Mecklenburg-Schwerin.—35, Rue Faubourg St. Honoré.
Mecklenburg-Strelitz.—7, Rue Caumartin.
Nassau.—Chargé d'Affaires, 28, Rue de Suresnes.
Oldenburg.—Resident Minister, 7, Rue Caumartin.
Portugal.—12, Rue d'Astorg.—Consul, 44, Rue Blanche.
Prussia.—78, Rue de Lille.
Roman States.—69, Rue de l'Université.
Russia.—33, Faubourg St. Honoré.—Consul, same Address.
Sardinia.—133, Rue St. Dominique, St. Germain.
Saxony.—2, Place de la Madeleine.

Saxe Weimar.—See Saxony.

Spain.—29, Rue de Courcelles.—Consul, 27, Rue Tronchet.

Sweden and *Norway.*—74, Rue d'Anjou, St. Honoré.—Consul, 29, Rue Lafitte.

Switzerland.—9, Rue Chauchat.

Tuscany.—3, Rue Caumartin.

Turkey.—5, Rue des Champs Elysées.

Two Sicilies.—47, Rue du Faubourg, St. Honoré.

United States.—13, Rue Beaujon Faubourg, St. Honoré.—Consul, 27, Boulevard des Italiens.

Wurtemberg.—13, Rue d'Aguesseau.

Steam Packet Offices in Paris.—General Steam Navigation Company, 13, Rue de la Paix. Mr. F Sellers, Agent.—Dieppe and Brighton Steam Packet Co., 7, Rue de la Paix, Mr. A. D. Bosseu, Agent, —Calais and Dover Mail Packet, 8, Rue de la Paix. —Calais and Dover, South Eastern Co.'s Office, 4, Boulevard des Italiens.—Boulogne and Folkestone, ditto.—Havre and Southampton Steam Packet Office, 3, Place Vendôme, Mr. T. Redfern Agent.—Mediterranean Packets, Messageries Impériales, Rue Notre-Dame des Victoires.

Termini in Paris of the principal Railways, see pages 13 to 49.

English Directory of First-class Houses in Paris

Professional Gentlemen, Teachers of Languages, Accomplishments, &c.

Apartments and Boarding Houses.—Persons visiting Paris are recommended to apply to Mr. John Arthur, 10, Rue Castiglione, Agent to the British Embassy, and Wine Merchant, where every information will be given gratis. See advertisement, page 484.

Stays.—For this indispensable article the Parisian makers are known to be eminently superior. We are advisedly directed to recommend Madame Clemencon, 8, Rue Port Mahon, inventor of the "corps-pompadour," and the "demi-corps chateleine," which impart so much grace and elegance to the figure.

Eau de Cologne.—The name of the firm of Jean Marie Farina, 333, Rue St. Honore, is too well known to require commendation

Eau de Cologne.—Agent for John Anth. Farina's City of Milan Eau de Cologne, C. N. Shirp, 65, Rue de Rambuteau, Boulevard de Sebastopol.

Artists, Designers, and Jewellers in Hair.—M. Lemonnier, who was awarded the Prize Medal at the London Exhibition, and the Gold Medal at that of Paris, is highly recommended.

Hatter.—Servas, 36, Rue Caumartin. The hats at this establishment are equal to the best in Paris.

Tailor.—Hulck, 226, Rue de Rivoli, recommended for his gentlemanly style of garments. An honest and obliging tradesman. Speaks English.

Daguerreotypes, Photographs, Stereoscopes in all styles and sizes. 1st Class Medal at the Universal Paris Exhibition. The beautiful specimens, produced by Mr. Warren Thompson, 22, Rue de Choiseul, are greatly admired.

Kramer, Jeweller to the Empress. 31, Rue Neuve, St. Augustin, recommended as having an unrivalled stock of Jewellery, Diamonds, &c.

Chemist.—Hogg, 2, Castiglione, Paris. This excellent establishment is thoroughly *English*. Mr. Hogg's brother is Proprietor of the "London House," Hyde Park Square, *Chemists to the Queen.*

English and American Chemist.—P. Paris' Old Established Pharmacy, 28, Place Vendome. Prescriptions promptly and accurately prepared.

Chemists to the British Embassy.—Roberts and Co., 23, Place Vendôme, and in London, 236, Oxford Street.

English Chemist.—E. Gallois, laureat of the School of Pharmacy, 2, Place Vendôme, corner of the Rue St Honoré, a very respectable and old established house, patronised by several ministers and members of the Emperor's household.

Surgeon Dentist.—We confidently recommend as operating and mechanical Dentist, Mr. Barwis, No. 10, Rue d'Alger, near the gardens of the Tuileries, particularly for a superior description of Artificial Teeth.

Dentist.—Mr. W. Rogers, 270, Rue Saint Honoré, author of several important medical and surgical works on Dentistry. Mr. Rogers also enjoys a first-rate reputation as a practical dentist.

Dentist.—Mr. Paterson will be found conscientious alike in his work, and in his charges. He keeps no assistants but does every thing himself. His pieces are beautifully finished, and merit inspection, 396, Rue St. Honoré.

Geneva Watches, and Jewellery. The establishment of Messrs. Baudin, Brothers, manufactures at Geneva, 7, Rue de la Paix, cannot be surpassed for the excellent qualities of the watches or the jewellery.

Bourdin, Watchmaker, 28, Rue de la Paix. One of the best and most respectable establishments in the capital. Receipient of a first class medal at the Paris Universal Exhibition.

Optician.—For all descriptions of optical glasses and instruments, there is comparatively no choice, as those of M. Chevallier, 15, Place du Pont Neuf, are reputed all over the world.

General Provision Warehouse, Cuvillier, 16, Rue de la Paix, Groceries, Wines, &c., as per advertisement.

English Bookseller.—Fowler, 6, Rue Montpensier, and 231, Peristyle Montpensier, Palais Royal, English Books, at London prices.

Money Changers and Foreign Bankers.—Messrs. Meyer, Spielmann, & Co., of 26 Rue neuve Vivienne, are well known, and deserving our best recommendation. English and all foreign monies can be exchanged at this establishment to the best advantage. They grant drafts on London and the principal cities of Europe and America

Routes from PARIS to	Itineraries of the best and quickest Routes between PARIS and the principal cities in Europe, &c.	ORDINARY FARES. 1 class. £ s. d.	2 class. £ s. d.	TIME. Exp. D. H. M.	Ord'y. D. H. M.
1 Alexandria .....(Egypt)	See Route from London via Paris, p. 1, No. 3, as per Rtes. to India, No. 40 Rte.	22 5 0	16 0 0	...	8 0 0
2 Amsterdam ...(Holland)	Rl. via Brussels, see Routes to, No. 10; Rl. thence via Malines, Antwerp, p. 70; Breda, &c., p. 80	2 12 0	1 19 8	0 24 0	...
3 Antwerp .....(Belgium)	Rl. via Brussels see Routes to, No. 10; Rail thence via Malines, p. 70	1 16 2	1 7 8	...	0 14 0
4 Bale .....(Switzerland)	Rl. via Belfort and Mulhouse, p. 56; thence to Bale, p. 58	1 0 0	1 17 6	0 30 0	0 21 0
5 Bayonne .....(France)	Rl. via Orleans, p. 27; Tours, p. 34; Poitiers and Bordeaux, p. 34, Rl. thence to Bayonne, p. 39	3 10 0	2 12 3	0 1 0	0 23 0
6 Berlin .....(Prussia)	Rl. via Routes to Cologne, No. 14; thence as per Itinerary p. 300, No. 6 of Rte. to Berlin	6 3 0	5 10 3	0 30 0	0 40 0
7 Biaritz .....(France)	Rl. via Bayonne, see No. 5; Dil. thence to Biaritz	3 12 6	2 0 0	0 18 0	0 30 0
8 Bordeaux ..... „	Rl. via Orleans, p. 27; Tours, p. 34; Poitiers and Bordeaux, p. 34	2 12 0	1 19 0	0 13 0	0 18 0
9 Boulogne..... „	Rl. via Amiens, Abbeville, p. 18	1 4 0	0 17 6	0 5 0	0 7 6
10 Brussels .....(Belgium)	a Rl. via Amiens, Arras, Douai, Valenciennes, Quievrain, p. 14; Mons, Braine-le-Comte, &c., p. 64	1 10 0	1 3 0	0 30	0 13 0
„ „	b Rl. via Creil, St. Quentin, Charleroi, p. 16; thence to Brussels, p. 65	1 9 6	1 2 0	0 8 0	0 16 0
11 Calais.....(France)	Rl. via Amiens, Arras, Douai, Lille, p. 14	1 13 0	1 3 0	0 7 10	0 12 0
12 Chalons-s-Saone„	Rl. via Dijon, p. 44	1 14 0	1 5 0	0 7 50	0 11 0
13 Chantilly ..... „	Rl. Direct., p. 14	0 0 0	0 0 0	0 0 50	0 1 20
14 Cologne .....(Prussia)	a Rl. via Creil, St. Quentin, Charleroi, Namur, Liege, Verviers, Herbesthal, Aix-la-Chapelle, p. 16	2 7 6	1 15 0	0 11 0	0 16 0
„ „	b Rl. via Brussels, see Rtes. to; thence as per Itinerary of Routes to Cologne, p. 300	2 9 7	1 17 6	0 15 0	0 22 0
15 Compiegne ...(France)	Rl. via Creil, p. 16	0 8 5	0 6 8	0 0 35	0 1 35
16 Const'ntin'ple(Turkey)	Rl. to Marseilles, see No. 36; thence by Str. Messageries Imperiales	19 13 5	12 5 4	11 0 0	11 0 0
17 Dieppe.....(France)	Rl. via Rouen, p. 20	0 19 2	0 15 6	0 5 30	0 6 0
18 Dunkirk... ..... „	Rl. via Amiens, Arras, Douai, Lille, Hazebrock, p. 14, 15	1 11 0	1 1 0	0 7 10	0 12 0
19 Fontainbleau „	Rl. to, p. 44	0 5 6	0 4 0	0 1 6	0 2 0
20 Frankfort ...(Germany)	a Rl. via Strasburg, p. 52; Omn. to Kehl; Rl. to Baden-Baden, Carlsruhe, p. 95; Heidelberg and Darmstadt, page 91	3 8 0	2 8 3	0 14 30	0 24 40
„ „	b Rl. via Nancy, p. 52; Metz and Forbach, p. 51; Mannheim, p. 94, Worms, Mayence, via Castel, p. 96	2 15 9	2 0 8	0 16 25	0 26 20
21 Florence .....(Tuscany)	See Route from London, p. 7, No. 29, Rte. a via Paris	8 3 6	6 2 6	2 10 0	...
22 Geneva ...(Switzerland)	See Route from London p. 7, No. 31, Rte. a via Paris	3 6 2	2 13 5	0 22 0	...
23 Genoa.....(Sardinia)	See Route from London, p. 7, No. 32, a via Paris & Turin	0 0 0	0 0 0	0 40 0	...
24 Havre de Grace (France)	Rl. via Rouen, p. 21	1 3 0	0 18 0	0 5 15	0 8 0
25 Hyeres (Isle of) „	Rl. via Bordeaux, No. 8; Dil. thence to Toulon, Dil. to Hyeres	3 10 0	2 10 0	0 20 0	0 30 0
26 Lille .....(France)	Rl. via Amiens, Arras, Douai, p. 13	1 4 0	0 18 0	0 5 0	0 8 0
27 Lisbon .. ..(Portugal)	See Route from London, p. 4; via Paris Route a	11 6 6	8 13 9	3 0 0	3 0 0
28 London.....(England)	a Rl. to Calais; Str. to Dover, Rl. to London Bridge Station, London,	3 1 6	2 4 3	0 12 0	...
„ „	b Rl. to Calais, No. 11, and p. 14; Str. direct to London Bridge Wharf, London, p. 185	1 8 0	1 4 0	...	0 24 0
„ „	c Rl. to Boulogne, p. 18; Str. to Folkestone; Rl. to London Bridge Sta.	2 14 2	1 19 3	0 12 0	...

Itinerary of Routes from Paris—*continued.*

		£ s. d.	£ s. d.	D. H. M.	D. H. M.
29 **London**—*continued.*	d Rl. to Boulogne, No. 9, and p. 18; Str. direct to London Bridge Wharf, p. 184	1 8 0	1 4 0	...	0 14 0
,, ,,	e Rl. to Dieppe, No. 17, and p. 20; Str. to Newhaven, p. 188; Rl. via Brighton to London Bridge Sta.	1 8 0	1 0 0	...	0 16 0
,, ,,	f Rl. to Havre, No. 24, and p. 21; Str. to Southampton, p. 192; Rl. to Waterloo Sta.	1 8 0	1 0 0	...	1 0
,, ,,	g Rl. to Havre, No. 24, and p. 21; Str. direct to St. Katherine's Wharf, London, p. 192	1 8 0	1 0 0	...	0 24 0
29 **Lyons** .....(France)	Rl. *via* Dijon, Chalons-sur Saone, p. 44	2 5 6	1 14 0	0 10 0	0 15 0
30 **Madrid**.....(Spain)	a Rl. to Lyons, p. 44; Avignon, Tarascon, p. 46; Rl. thence to Cette; Dil. via Barcelona to Madrid	12 0 0	8 0 0	4 0 0	...
,, ,,	b Rl. to Bordeaux and Bayonne, see No. 5; Dil. thence via Vittoria, Burgos, &c.	12 0 0	8 0 0	4 0 0	...
,, ,,	c As per Route a to Barcelona; Steamer to Valencia, p. 183; Dil. thence to Madrid ...	12 0 0	8 0 0	0 0	...
,, ,,	d As per Route No. 42 to Marseilles; thence per Steamer to Alicante, see p. 200	12 0 0	8 0 0	4 0 0	...
31 **Malta** ....(Isle of)	Rl to Marseilles, see No. 32, and pp. 44 & 46; Str. thence to Malta, p. 200	14 7 6	10 17 6	0 80 0	...
	Fares from Paris to Malta	11 16 7	7 16 7	3 18 30	5 10 0
32 **Marseilles** .....(France)	Rl. *via* Lyons, p. 44; and Avignon p. 46	3 16 6	2 17 6	0 18 30	0 29 0
33 **Milan** .....(Lombardy)	See Routes from London to, p. 4, No. 55, via Paris	5 0 0	3 15 0	0 42 0	0 42 0
34 **Munich** ... .(Bavaria)	See Rte. No. 47, Rte. to Stuttgard; Rl. thence via Ulm and Augsburg, p. 134, 132	3 15 10	2 12 7	0 21 15	0 38 15
35 **Nantes** .....(France)	Rl. *via* Orleans, p. 27; Tours, and Nantes p. 34	1 18 6	1 9 0	0 10 0	0 16 0
36 **Naples**.....(Two Sicilies)	Rl. to Marseilles, see No. 32; Str. thence to Naples, p. 201	12 1 6	8 2 6	4 0 0	4 0 0
37 **Nice** ... .(Savoy)	See Rte. from London to p. 8, No. 106, Rte. a, via Paris.	5 1 0	3 14 0	0 30 0	0 40 0
38 **Orleans** .....(France)	Rl. to p. 27	0 11 3	0 8 5	0 2 30	0 0
39 **Ostend** ....(Belgium)	Rl. *via* Amiens, Lille, and Mouscron, p. 13; thence vio Ghent, p. 63; Bruges, p. 62	1 13 6	1 4 11	0 8 35	13 0
40 **Pau**..... (The Pyrennees)	See Rte. from London to, p. 8, No. 107, Rte. via Paris ...	3 14 6	3 5 9	0 26 0	...
41 **Rheims**.....(France)	Rl to, p. 52	0 15 6	0 11 6	0 3 30	0 4 0
42 **Rome**.....(Italy)	See Rtes. from London, p. 5, No. 65, Rte. a via France...	7 16 6	7 8 7	3 12 0	4 0 0
43 **Rouen** .....(France)	Rl. to, p. 21	0 13 4	0 11 0	2 25	0 4 0
44 **Strasbourg**..... ,,	Rl. to, *via* Nancy, p. 52	2 5 0	1 13 6	9 30	0 16 0
45 **Tours**..... ,,	Rl. to, *via* Orleans, pp. 27 and 34	1 1 0	0 16 0	0 5 0	0 9 0
46 **Turin** ..... (Sardinia)	See Rtes from London, p 5, No. *72, Rte. via Paris	4 2 6	3 6 0	0 35 0	0 35 0
47 **Stuttgard**(Wurtemburg)	Rl. to Strasburg, p. 52; Rl. to Bruchsal p. 95; thence to Stuttgard, p 139	2 16 9	2 1 4	0 15 30	0 23 20
48 **St. Cloud**.....(France)	Rl. to, see p. 19	0 0 8	0 0 5	0 0 20	0 0 29
49 **St. Germain** ... ,,	Rl. to, see p 19	0 1 3	0 1 0	0 0 36	...
50 **Versailles**..... ,,	Rl. to, see p. 19. Right Bank	0 1 3	0 1 0	0 0 35	...
,, ... ,,	Rl. to, see p 22. Left Bank	0 1 3	0 1 0	0 0 26	0 0 30
51 **Vienna**	*Via* Cologne, see No. 14, Rte. to; thence via Berlin, see Itinerary of Rtes. from Cologne, p. 300	7 16 6	5 11 2	65 0	0 80 0
	THE PRINCIPAL WATERING PLACES.				
52 **Aix-la-Chap.** (Prussia)	See Rtes to Cologne, No. 14	2 0 0	1 9 9	0 9 0	0 14 0
53 **Aix** .....(France)	See Rte from London, p. 7, No. 79, Rte. via Paris	3 15 6	2 19 9	...	0 28 0
54 **Aix-les-Bains**...(Savoy)	See Rte. from London, p. 7, No. 80, Rte. via Paris	2 15 0	2 1 0	...	0 15 0
55 **Baden-Baden** Duchy of	Rl. to Strasburg, p. 52; Omn to Kehl; Rl. to Baden-Baden	2 7 3	1 15 2	0 10 0	0 17 0
56 **Bagnerres de Bigorres** .....(Pyrennees)	See Rte. from London, p. 7, No. 85, Rte. via Paris	4 0 0	3 1 6	...	0 36 0
57 **Bareges**..... ,,	See Rte. from London to Pau, p. 9, No. 107 Rte. via Paris, Dil. from Pau	4 5 0	3 15 0	...	0 24 0
58 **Carlsbad**	Rl. to Frankfort, see No. 20; thence as per Itinerary, p. 315, of Rtes; Rl. to Hof, p. 132; Dil. thence to Carlsbad,	5 6 9	4 5 9	0 37 57	0 58 41
59 **Eaux Chaudes**.....	See Rte. from London, p. 8, No. 93, Rte. via Paris	3 19 6	3 16 9	...	0 49 0
60 **Ems** .....(Nr. Coblentz)	Rl. *via* Nancy, p. 52; Metz and Forbach, p. 51; Ludwigshafen, Mayence, p. 96; Str. to Coblentz, p. 201; Dil. to Ems	3 4 4	2 10 3	0 19 0	0 25 0
61 **Homburg**.....(Rhine)	Rl to Frankfort, see No. 20; thence as per Itinerary, p. 315, of Rtes.; Dil. to Homburg every hour.....	2 10 0	2 10 6	0 15 30	0 20 40
62 **Kissengen**.....(Bavaria)	Rl. to Frankfort, see No. 20; thence as per Itinerary, p. 315 of Routes; Rl. to Gmunden Sta. p. 137; Dil. to Kissengen	2 19 5	2 17 5	0 22 0	0 34 0
63 **Montpellier** ...(France)	Rl. to, *via* Lyons, p. 44; Avignon, 46; Tarascon, Nismes, and Montpellier, p. 48	3 14 10	2 8 0	0 20 25	0 21 35
64 **Plombieres** ... ,,	Rl. to Nancy, p. 52; Epinal, p. 52; Dil. to Plombières ...	2 3 0	1 12 0	0 12 30	0 14 40
65 **Schwalbach**...(Nassau)	Rte. to Frankfort, see No. 20; Rl. to Wiesbaden, p. 90; Dil. to Schwalbach	2 15 0	2 13 3	0 17 30	0 23 40
66 **Spa** .....(Belgium)	Rtes. to Brussels, see No. 10; Rtes. thence as per Itinerary, p. 278, of Rtes. to Spa	1 16 6	1 6 0	0 9 40	0 13 20
67 **St. Gervais** .....(Savoy)	Rtes. to Geneva, *via* Dijon, p. 44; Dole, Salins, p. 43; Dil. to Geneva; Dil. thence via Sallenche to St. Gervais	2 12 0	1 19 0	0 21 0	0 28 0
68 **St. Sauveur**(Pyrennees)	See Routes from London to Pau, p. 9, No. 107 Route, via Paris; Dil. from Pau to St. Sauveur	4 10 0	4 0 0	0 26 0	...
69 **Vichy** .....(France)	Rl. *via* Orleans to Le Guetin Sta., p. 26; Omn. to Vichy	1 18 0	1 3 6	0 11 0	0 14 0
70 **Wiesbaden**	See Rtes. to Frankfort, No. 20; Rl. to Wiesbaden p. 90	3 12 6	2 13 3	0 15 30	0 26 40

Pau.—15,000—HOTEL:—
HOTEL DE LA POSTE.
Beautifully situated in the Basses Pyrenees, formerly the capital of Navarre, and a place of great resort for the English. It possesses an English church, well supported; a good circulating library; excellent hotels; and physicians of reputation. In the neighbourhood is the beautiful Val d' Ossau, and fine views of the Pyrenees may be had from the Promenade and the Castle. See Dr. Lee's "South of France."

BANKERS.—Messrs. Davantes Brothers do business with England; M. Morrillon, senior.

ENGLISH CLERGYMAN.—Rev. Edw. Hedges, M.A. of Queen's College, Cambridge. French Service, twice a day on Sundays at the English Church.—Rev. M. Buscarlet, Minister.

ENGLISH PHYSICIANS,—Alex. Taylor, M.D., A. Smythe, M.D., J. Bagnall, M.D., and D. Ottley, M.D.

VICE-CONSUL.—Mr. William Tayler.

BANKERS.—Tayler and Clark.

HOUSE AND GENERAL AGENCY OFFICE; Reading Room, &c., Mr. Saunday, Successor to S. Brooks, No. 1, Rue Notre Dame. See advertisement.

LIVERY STABLES,—Horses, private or travelling carriages, &c., on hire; Mr. Cabané, 5, Rue Prefecture. See Advertisement.

Pierrefonds les Bains.—HOTEL—
HOTEL DES BAINS.
A pretty village, situated within three hours distance from Paris by the Northern of France railway, in the centre of the celebrated forest of Compiegne. A more picturesque position cannot be found. The fine ruins of the strong castle overlooking the landscape attract a large number of visitors and artists every season. The sulphureous mineral waters are very abundant. They are light to the stomach, and easy of digestion. A very fine bath room for the inhalation of the *poussière d'eau* for the use of Invalids suffering from disease of the lungs, places Pierrefonds les Bains among the first of Thermal Establishments. For the efficacy of the waters, see the Etude medicale of Doctor Sales Girons, published in Paris at the Library of Victor Masson.

Poitiers.—*Stat.*—HOTEL:—DE FRANCE.
Population 25,800, 210 English miles from Paris, capital of the department of Vienne, near the river Clain. It is divided into four quarters, all built in a mean and antiquated style. The streets are for the most part steep, winding, and ill paved. It has several squares, the finest of which is the Place Royal. The cathedral is in the gothic style, and wants only a little more elevation. Of the other churches the most interesting is that of St. Hilaire. The town has several Roman antiquities. Its manufactures consist of woollen stuffs, leather, and gloves.

CONVEYANCES.—Railway; pp. 34 and 35.

Pont Audemer.—HOTELS—
There are two or three hotels here; one of the best is near the square. A pretty little town in Normandy not far from the Seine, and situated in a valley. Distance to Corneilles 18 kils, to Lisieux 19 kils. See Yvetot and Lisieux.

Pontoise.—*Stat., Northern of France.*—HOTELS:
TRAINS CERF AND MEULOTTIERE.
Population 5,500; 17½ miles E. from Paris. Derives its name from the bridge over the river Oise. It is in general well built, but the streets are steep and narrow. From the higher part of the town there is a magnificent prospect. The remains of the ancient castle still exist. Remark the Hospital, the fine promenade, and the church of St. Maïon—in the neighbourhood, the Chateau St. Martin. From this station to Creil the Oise is on the right of the Railway, sometimes visible, sometimes its course only indicated by the luxuriant vegetation, and the trees which skirt its banks. Supplies Paris with calves and flour.

For Railway, see pages 12 to 15.

Peyrehorade.
HOTEL CHEZ.
A pretty little market-town situate on a hill on the right bank of the Gave de Pau. It lies on the main road to Bayonne on the one hand and to Pau on the other.

Rennes.—*Stat.*—HOTEL.—
DE LA COURNE-DE-CERF.
Population 33,000; 220¾ English miles W. of Paris. It is the capital of the department of the Ille and Vilaine, situated at the confluence of these two rivers, the latter dividing the town into two parts, connected by bridges. The part built on the left bank is called the lower town; that on the right, called the upper town, stands on an eminence, and forms the finest and most considerable part of the city. It has several fine squares and promenades. The principal public edifices are the cathedral, dedicated to St. Peter, with its lofty towers and its relics; the building formerly the house of meeting for the Parliament of Brittany; the town-hall, and the college formerly belonging to the Jesuits; also, a public library containing 30,000 volumes. Rennes is the seat of a small university.

CONVEYANCES.—Rail to Laval Le Mans, Mezidon, Chartres, Paris, &c. See page 21.

Rheims.—43,600.—*Stat., Paris and Strasbourg.*
HOTEL DU LION D'OR.
A sous-préfecture in the department of the Marne. It presents great attractions to tourists. The town has a magnificent cathedral, wherein the former kings of France were crowned. There is also the church of Saint Remy, together with extensive spinning factories, Champagne Vaults.

CONVEYANCES.—Railway, see pages 16, 52 to 55.

Riom.—*Stat.*—13,000.—HOTEL:—COLONNE.
A picturesquely situated town and sous-préfecture of the department of the Puy-de-Dôme. The principal objects of interest are the interesting church of St. Amable; the Palais de Justice and Ste. Chapelle; and the monument to General Desaix. The town is built of lava brought from the quarries of Volvic a place about three miles from Riom and is well worth a visit.

CONVEYANCES.—Railway to Roanne, Lyons, Orleans, Paris, &c., see page 30.

Rive de Gier.—*Stat.*—13,000.
A flourishing manufacturing town, situated on the Gier, and in the centre of the best coal field in France. There are large manufactories of glass, machinery, railway carriages, &c. here, also an English steel factory, and in the neighbourhood are about 50 coal mines. This town possesses no interest beyond its manufactures.

CONVEYANCES.—Railway to Lyons, Roanne, Orleans, Paris, &c., see page 32.

Roanne.—*Stat., Lyon and Roanne.*—HOTEL.—LA POSTE.

Population 13,200; 238¾ English miles from Paris and 52 N.W. of Lyons. It is situated on the Loire, and has the appearance of a village; the streets stretching out in various directions into the open country, and the most remote houses being intermixed with trees.

CONVEYANCES.—Railway trains to St. Etienne Lyons, Le Guetin, and Brioude, see page 32.

Rochefort.—*Stat.*—19,000.

HOTEL:—DES ETRANGERS.

An important maritime town situated on the Charente in the department of the Charente Inférieure. It is comparatively modern, dating only from the 17th century, and possessing little to interest the traveller beyond its dockyards and workshops, which may be seen on application to the Major de la Marine. The buildings worthy of notice are the Hôpital de la Marine, containing 1,300 beds, a library, and a museum of anatomy and natural history; the *Bagne*, or convict depôt; and the library containing 10,000 volumes. It was at this place that Napoleon gave himself up to Captain Maitland of the "Bellerophon."

The principal article of commerce is brandy, a large quantity of which is manufactured here, and exported to England: there are also some iron and copper works, and clock factories.

CONVEYANCES.—Railway to La Rochelle. Bordeaux, Poitiers, Tours, Nantes, Orleans, Paris, &c., see page 38. Steamers to Saintes.

Roubaix.—*Stat., Northern of France.*—A manufacturing town, which has of late risen into great importance, and is still increasing in population, which now exceeds 24,200, besides a large number of foreign workmen, when the factories are in full operation. It lies six miles north of Lille.—For Railway, see pages 12 to 15.

Rouen.—*Stat., Paris, Havre, and Rouen.*—HOTELS.—

HOTEL D'ANGLETERRE on the quay exceedingly good in every respect, good table d'hote at ½-past 5, price 3 francs.

SEVENS ALBION HOTEL.—Deserving our best recommendation.

The fine old Gothic town of Rouen, situated on the river Seine, the ancient capital of Normandy, is replete with picturesque attractions to the English tourist. The population is 91,500. Some relic of antiquity here meets the traveller at every turn, either in the form of a pointed arch, the mutilated statue of some saint, or a gothic fountain; the door-posts, window-frames, beam-ends, and wood work of almost every building are chequered, intersected, and ornamented with rich carving, grotesque heads, flowers, and otherfanciful devices; while the mouldering magnificence of the cathedral, churches, palais de justice, and other public edifices, carries the traveller in imagination half-a-dozen centuries backward. The cathedral, among the public edifices of Rouen, stands pre-eminent, and is said to have been founded as early as 260. It has a fine new Iron Spire. Some splendid monuments are found within its walls; and its churches are equally rich in this respect. St. Ouen is a magnificent church. Joan of Arc's statue ornaments the Market-place, which is situated in the Place de la Pucelle. The Jardin des Plantes, rue d' Elbœuf, Fanbourg St. Sever, is well worth seeing. Mount St. Catharine commands a beautiful view of the city and river.

ENGLISH VICE-CONSUL, Mr. Bréard, 47, Rue de la Viscomté.

ENGLISH PHYSICIAN, Dr. Murphy, 10, Quai de la Bourse.

CONVEYANCES.—Railway to Paris, Havre, and Dieppe, several times daily, see pages 20 and 21.

St. Cloud—*Stat.*—with its beautiful palace, Salons de Mars, park, saloons, chapel, and reception room, in which is placed the Gobelins Tapestry, and paintings by Mignard. The fountains only play three or four times a year. About 5 miles from Paris.

CONVEYANCES.—For Railway see page, 19.

St. Denis.—12,200.—*Stat., Northern of France.*—A town four miles from Paris. It is of very ancient origin, celebrated for its abbey. The church is a structure of great beauty and interest, highly ornamented, and rich in sculpture and paintings. It is the burial place of the kings of France. During the revolution more than fifty of the tombs were demolished, in consequence of the decree of 1793 for the destruction of all mausoleums of kings erected in the church of St Denis, and throughout the territory of the republic. Bonaparte made considerable additions to the church, and was careful to restore the injuries it had received. He intended it should be the last resting-place for the emperors of his own dynasty. Napoleon founded here an institution for the gratuitous education of relatives of members of the Legion of Honour, in which 500 pupils (girls) are educated. The town of St. Denis is well built; there are numerous manufactures; and its confectionery is much in request.

For Railway, see pages 12 to 15.

St. Etienne.—*Stat., Lyons and Roanne.*—HOTELS.—

DE L'EUROPE, DU NORD, DE LA PAIX, DE LA POSTE.

Population 53,700; 361 E. miles from Paris, 302½ from Marseilles, and 35 S. of Lyons; situated on the small rivulet of Furens. It has coal and iron mines, and the greatest manufactures of ribbons, fire-arms and hardware in France; stones for grindstones are found in the neighbourhood.

CONVEYANCES.—Railway to Lyons, Roanne, and Montbrison, see page 32.

St. Germain (*Stat.*) Good Hotels but all dear. May be reached by rail from Paris in half an hour. The Terrace is on the borders of the Seine, and will well repay a visit.

For Railway, see page 19.

St. Jean de Luz.—HOTEL:—

HOTEL ST. ETIENNE An old fashioned and picturesque town, within 18 or 20 kilometres distance of Bayonne. It was through this small town, inhabited at present by 3000 persons, that Marie Theresa of Spain entered France as Queen, with Louis XIV at her side. Tradition still describes the splendid fêtes given on that occasion, and which have left an imperishable souvenir in the

country. Bathing establishment much frequented during the season. The walks and drives in the neighbourhood are beautiful and the Mont de la Rhone, which rises behind the town, commands a magnificent view.

St. Lo.—Hotel du Soliel Levant.

An old town in Normandy containing a fine Cathedral, and several public buildings. The country between St. Lo and Bayeux is interesting.

St. Omer.—*Stat., Northern of France.*—Hotel: Hotel de l'Ancienne Poste.

Population 53,700. Situated in a marshy district on the Aa, well built and strongly fortified; streets wide and well made. A plentiful supply of refreshing water is afforded from 12 fountains in different quarters. The Hotel de Ville is situated on the Place d'Armes. Beyond the walls are two considerable suburbs, between which and Clairmarais are situated, amid extensive marshes, several floating islands, covered with trees and excellent pasture. The proprietors row them like boats to land their cattle or take them up. The town is on the line of railway from Calais to Lille. Living is said to be cheap. The distance from Calais is about 41 kilometres, or 25½ E. miles.

English Church Service twice on Sundays.

Conveyances.—Railway to Calais, see page 15. To Lille, Douai, Arras, Amiens, and Paris, see pages 12 and 13.

St. Quentin.—*Stat., N. of France.*—Hotel. Du Cygne.

Pop. 25,000; 105¾ E. miles from Paris, and 44¼ from Valenciennes. This town is built on the brow of a hill, whose base is watered by the Somme; its streets are spacious, and its houses well built. The traveller will remark here the principal church, a gothic building, situated in the high part of the town, of a bold and beautiful style of architecture; its vault is 131 feet high, and its windows (of which there are 110) 43 feet high. The Hotel-de-Ville, in the Grand Place, is surrounded with a gallery which exhibits numerous arcades in ogee, and of which the capitals & friezes are adorned with sculptures of a whimsical description; the turret which surmounts the façade contains a beautiful chime of bells. The church of St. James, the palace of justice, the belfry, the theatre, the garden of the arquebuse, the hotel Dieu, the orphan hospital, the public promenades, on the site of the ancient ramparts, the subterranean vaults of the canal, which bears the name of the town, and joins the Somme at Escaut, are all worthy of notice. The principal occupation of the inhabitants is afforded by numerous manufactories for shawls, muslins, table linen, &c.; cotton yarn and coloured wool; iron and copper foundries, and sugar refineries.

Conveyances.—Railway, see page 16.

Saumur.—*Stat.*—14,000.

Hotel:—Budan—best and well situated.

A pretty and well-built town, most picturesquely situated on the Loire, and a sous prefecture of the department of the Maine et Loire. It is entirely built of a very pure white stone, which gives it a remarkably beautiful appearance. The objects of attraction are the very ancient church of Notre Dame de Nantilly; the church of St. Pierre; the gothic and turretted Hôtel de Ville, containing a museum of antiquities found in the neighbourhood; the castle, whence there is a magnificent view of the country round; the cavalry barracks; the quays and bridges. At a short distance from Saumur there is a very fine Druidical monument called the *Dolmen de Pontigné*, which is well worth a visit.

Conveyances.—Railway to Tours, Orleans, Poitiers, Bordeaux, &c., see page 36. Steamers to Angers, Nantes, &c.

Strasburg.—*Stat.*—Hotel:—

The Hotel de Paris deserves our best recommendation, landlord, Mr. Diemer.

Hotel de la Maison Rouge, comfortable and moderate, landlord, Mr. Caspari.

Hotel de la Fleur, a well-known, quiet, clean, and comfortable house.

Population 64,200, with a garrison of 6000 men. Strongly fortified town on the French frontier. Much improved by the Railways. The spire of Strasbourg Cathedral is 474 feet above the pavement, being 112 feet higher than St. Paul's in London, and 24 feet higher than the great Pyramid. It is considered a master-piece of architecture, being built of hewn stone, cut with such precision as to give it, at a distance, a strong resemblance to lace. The tower was planned by Erwin of Steinbach, by whom it was commenced, but it was completed by his brother John, on the death of the former, in 1318. Promenade of Ruprechtsau. There is a remarkable clock connected with this Cathedral. It is a complete astronomical Almanac, from which you can read the revolutions of the heavenly bodies, and the various phenomena which they exhibit. A visit should be paid to the tomb of Marshal Saxe. Strasbourg claims the honour of the discovery of the art of printing, by Guttenburg, in 1436. It is favourably situated for commerce, the Rhine connecting it with Switzerland, Holland, and Belgium: its chief exports are corn, flax, hemp, wine and spirits, linen, sail-cloth, blankets, carpets, hardware, leather, cotton, lace, tobacco, and snuff. By making the best use of the railways now in operation, a traveller returning from Switzerland may go from Basle to London in 36 hours.

English Church Service, twice every Sunday, during summer months, supplied by the Colonial Church Society.

Conveyances.—Railway to Thann and Bâle, see pages 58 and 59; Omnibus to Kehl; Rail thence to Baden-Baden, Carlsruhe, Heidelberg, Mannheim, & Frankfort, see pages 94 & 95; to Paris, see page 54; to Wissembourg and Neustadt, see pages 58 & 59

Tarbes.—Hotel:—

Hotel du Grand Soleil.

A town situate in the Hautes Pyrenees, of which a fine view may be had. The town is very dull. The Poste aux Lettres is in the same street as the Palais de Justice, and near the latter.

Thann, (*Stat.*), in Alsace, on the river Thuron. Pop. 3,937. It is a pretty little town, containing a superb Gothic Church. For Railway, see p.p. 58 & 59.

Thionville.—(German, *Diedenhofen*)—8,800.

Hotel:—Hotel du Luxembourg.

A fortress of third class, constructed by Vauban, on the Moselle. Steamers during summer between Metz and Thionville.

CONVEYANCES.—Rail to Metz, Nancy, and Torbach. See page 51.

Toulon.—HOTEL.—

HOTEL DE LE CROIX D'OR, having a southern aspect is exceedingly clean, and is highly recommended for its good accommodation and moderate charges.

Population 45,500; 564 English miles from Paris, and 30 from Marseilles. Toulon is a well-known seaport in the south-east of France, department of the Var, in a bay of the Mediterranean. It is built at the foot of a ridge of lofty mountains, which shelter it from the north; and is surrounded with ramparts, ditches, and bastions, and defended by a fine citadel, and a number of forts and batteries distributed on the neighbouring eminences. The town is divided into two parts, the old and the new. The former is ill built, but the new town is better, containing the public structures erected by Louis XIV., several straight streets and a square, or rather oblong, called the Champ de Bataille, and used for exercising the garrison. The principal public buildings are the town-hall, the hotel de l'Intendance, and the churches and hospitals. Toulon has long been one of the chief stations of the French navy, being on the Mediterranean what Brest is on the Atlantic. It has two ports. The old one is a basin, not large but commodious, surrounded with a handsome quay; the new port is one of the finest in Europe, and is said to be capable of containing 200 sail of the line. The roadstead is spacious, and communicates with the outer port by a narrow passage. The passage by which the two ports communicate with each other is also narrow. Here are docks for ship-building, storehouses for timber, manufactures for canvas, cordage, ship anchors, &c.

CONVEYANCE.—Railway to Marseilles, see page 49.

Toulouse.—85,500.—*Stat.*—HOTEL:—

HOTEL EUROPE.

In department of Upper Garonne; over the river of that name is a fine bridge. Possesses a cathedral and 40 Catholic churches. Cheap fruit, vegetables, wines, ortolans, and truffles, &c.

CONVEYANCE.—Railway, see page 40 and 41.

Diligences to Lyons and Marseilles, at 9 a.m., and to Barbes and Pau, at 10 a.m.

Tours.—*Stat.*—HOTELS:—

HOTEL DE L' UNIVERS, one of the best first-class hotels in France.

GRAND HOTEL DU FAISAN.—A house very highly spoken of, in a good situation.

GRAND HOTEL DE BORDEAUX ET DE LA POSTE, opposite the Railway Station.

A considerable town on the Loire, containing about 30,000 inhabitants, who were formerly actively engaged in the silk manufacture, which however, has much declined of late years. It is 147 miles south-west of Paris, and the surrounding country is delightful. There is a handsome bridge here, 1300 feet long, and a very fine cathedral. A few miles from Tours, at Mettray, is the very interesting establishment for reclaiming juvenile delinquents, which will well repay a visit. A large number of English constantly reside at Tours.

ENGLISH CHURCH SERVICE twice on Sundays.

CONVEYANCE.—Railway to Orleans, Paris, Le Mans, Portiers, Bordeaux, &c. See pages 34, 35, and 37.

Troyes.—*Stat., Montereau and Troyes.*

HÔTEL:—GRANDE MULET.

Population 26,000; 113¾ English miles from Paris, 152¼ from Besançon, and 70 from Rheims. Troyes is a large town in Champagne, the capital of the department of the Aube, situated between two fine meadows on the Seine. It is ill built, the chief material being wood. It has considerable manufactures, particularly in cotton and cotton stockings. Woollen, linen, leather, and thread, are all made here, but on a smaller scale. Its chief edifices are the churches; in particular the cathedral, and the churches of St. Etienne and St. Urban. Its castle, now antiquated, was long the residence of the Counts of Champagne. A public mall, or walk, extends along the ramparts, and is of great length. Here are also a town-hall, a central school, a public library, and a society of arts. Troy weight takes its name from this town.

CONVEYANCES.—Railway to Montereau and Paris, see page 56.

Valence.—*Stat., Marseilles, Avignon, and Lyons.*—HOTEL:—

HOTEL DE LA POSTE.

Population 13,800; 396 English miles from Paris, 154 from Marseilles, and 45 from Grenoble. Valence is situated in the department of the Drome, on the Rhone. It is old, ill built, and irregular, with narrow, winding, and dirty streets. The cathedral is an ancient building; but neither it nor the episcopal palace are distinguished for their architecture. The case is otherwise with the gothic façade of an old castle at this place, which is said to be one of the finest specimens of that style in France. Its manufactures comprise silk, cotton, and leather; and an extensive trade is carried on in wine. A booksellers shop in the Grande Rue is worth notice as a small bit of very rich Gothic.

The well-known St. Peray wine is produced from a small mountainous district, about 2 miles distant on the opposite side of the Rhone. Valence is about half way between Lyons and Avignon.

CONVEYANCE.—Railway, see pages 46 and 47. For Steamers, see Alphabetical List, page 211.

Valenciennes—*Stat., Northern of France.*—

HOTEL DE COMMERCE.

Population 20,600. A place of considerable trade and wealth; also strongly fortified by its position on the Scheldt, at its confluence with the Rhendelle, by which it may be surrounded for three-fourths of its circumference by water, retained by means of sluices in the fortifications. The town is well built; the houses are generally of brick and white stone. The Hotel de Ville, in which the Gothic style is mingled with several orders of architecture, will claim attention; it is highly decorated; the handsome façade, surmounted by an attic, adorned with Cariatide figures, representing the four seasons. The Hospital and the Theatre are also remarkable. Many agreeable promenades will be found; the Cours-Bourbon, the Place-Verte, the Embank-

ment between the city and the suburbs, the circuit of the outer fortifications from the Mons Gate to Quesney Gate, the Faubourg Cambrai. From the Citadel the valley of the Scheldt is seen to advantage. Froissart, the historian of the 14th century, was born here. It was also the birth-place of Watteau. It is noted for its lace.

CONVEYANCES —Railway to Brussels and to Paris, see pages 12 to 15, and 64.

Versailles. —*Stat.*—HOTEL:—

HOTEL DE FRANCE.

Population 30,000. Reached by Railways from Paris on both sides of the Seine in half an hour. (See pp. 19 & 24). It would require a volume to explain the beauties and remarkable productions of this palace, its pleasure-grounds, galleries, and noble saloons, containing the Historical Museum, a magnificent collection of paintings, representing the History of France or rather the wars of France, from the earliest period to the present time. Louis Philippe caused the interior of this magnificent building to be entirely redecorated, in keeping with the splendid collection of paintings. The whole is arranged to show the progress of time; and some future day, not far in the distance we would hope, will surely give way to a history of the peace of France, and its attendant blessings. The floors throughout are studded with statuary. It requires fully four hours merely to wander through the various apartments and gardens. The principal masters who have contributed to its adornment are Horace Vernet, Paul Delaroche, Johannot, and many others. The Cabinet of Natural History, the Opera Saloon, the Chapel, and the Park, with its splendid statues, fountains, and cascades, as planned by Louis XIV., will each in succession excite the admiration of the beholder. The Hall of the Jeu de Paume or Tennis Court, the scene of the first decided act of the French Revolution is also interesting.—A Catalogue may be bought at the Palace, explaining everything worth seeing in it.—The Museum is shown on Saturdays, Sundays, Mondays, and Tuesdays, from ten till four. The various small fountains play the first Sunday in every month—the larger ones only a few days in the year, of which notice is given in all the Parisian newspapers.—The railway on the left bank of the Seine passes Sevres, where the national china manufactories are carried on.

CHURCH OF ENGLAND.—Divine service on Sunday at half-past one o'clock, at the chapel Rue Hocke.

CONVEYANCES.—Railway trains to Chartres, Laval, &c., also to Paris, on the right and left banks of the Seine, see pages 19, 24, and 25.

Vichy.—HOTEL:—VELAY—very good and moderate.

Vichy is in the department of the Allier, 250 miles south-west of Paris, and 5 miles of the St. Remy station, of the central of France Railway.

Situate upon the banks of the Allier, about 40 miles south of Moulins, in a beautiful valley enclosed in an amphitheatre of hills, covered with a profusion of fruit trees and vineyards. It is the most frequented watering-place in France, and contains seven springs, which all belong to the Thermal Establishment. The roads in the vicinity of the town are good, and very fine views may be obtained. Strangers will find every convenience in the town, which can easily be reached by the railway which passes at a few miles distance. The bathing season begins on the 15th of May, and ends on the 15thof September.

ENGLISH CHURCH SERVICE, twice on Sundays during summer. Chaplain supplied by the Colonial Church Society.

CONVEYANCES.—Diligences to Lyons, Roanne, and St. Remy.

Vienne.—*Stat.*—20,000

A sous préfecture of the department of the Isère, and one of the most ancient cities of France, situated on the Rhone, at the influx of the Gère, which supplies the motive power to a number of cloth mills, paper mills, and iron works. Vienne is rich in Roman antiquities, and historical associations. The principal objects of attraction are the museum, which was originally a temple dedicated to Augustus, and contains a number of Roman inscriptions, marbles, fragments of columns, capitals, &c.; the ancient portico called the Arc de Triomphe, but was part of the old Forum; the cathedral of St. Maurice; the tower of St. André le Bas; and outside the town the *Aiguille*, a sort of Roman obelisk. There are some lead mines in the neighbourhood.

CONVEYANCES.—Railway to Valence, Marseilles, Lyons, Paris, &c., see page 46. Steamers to Avignon and Lyons.

Vierzon.—*Stat., Paris and Brussac.*

HOTEL:—DE LA CROIX-BLANCHE, DE MESSAGERIES.

Population 4,980; 126¾ English miles from Paris, 8¾ from La Doge, and 50 from Orleans. In the department of Cher, at the influx of the Eure into the Cher. It has manufactures of woollen and silk stuffs, and also a cannon foundry.

CONVEYANCES.—Railway to Chateauroux, Bourges, and Orleans, see pages 28 to 29.

Yvetot.—HOTEL DES VICTOIRES.

An ancient little town in Normandy, lying between Rouen and Havre. This place may be reached by Railway from Dieppe, Rouen, or Havre. The Tourist would do well to take the Rail from Dieppe to St. Victor, and walk from thence. The distance is about 7½ leagues, and the country is interesting.

CONVEYANCES.—Rail to Havre, Rouen, Paris, &c. See page 20.

BELGIUM.

For a more detailed description of Belgium and the Rhine, see BRADSHAW'S ILLUSTRATED HAND-BOOK OF BELGIUM AND THE RHINE, which gives, in a portable and convenient form, a clear and elaborate description of all the Cities, Monuments, Works of Art, Cathedrals, Public Buildings, and Historical Reminiscences of this very interesting country; and the Rhine—from Rotterdam to Schaffhausen—with wood and steel engravings, clear and distinct Maps of the Country, Plans of the Towns, and Panorama Map of the Rhine, the Sambre, Meuse, &c.—*Price Five Shillings.*

BELGIUM is situated between 49°27′ and 57°31′ north latitude, and 2°37′ and 6°0 east longitude. Its greatest length from N.W. to S.E. is about 175 English miles, and its greatest breadth from N.E. to S.W. about 127 English miles. Its superficial area is about 7,279,448 English acres, or 11,375 square miles. The general aspect of Belgium is level, indeed it contains no ridge that could be properly called a mountain. The southern portion is high and rugged, but towards the north it sinks into a flat plain. The country in the northern provinces, along the rivers and estuaries is, like that of Holland, protected from inundation by dykes; and along the open sea by sand hills or downs, which vary in breadth from one to three miles, rise to a height of fifty or sixty feet, and are in most cases thickly covered with pine trees. The sea itself, to a great distance from the shore, is filled along the whole coast with sand banks, which render the navigation very intricate, and very dangerous to large vessels.

In climate the Belgian provinces differ much: for whilst in Luxembourg the climate is temperate and healthy, in Liege it is often hazy and damp. In Namur the air is sharp and agreeable, and in Hainault the climate is mild and temperate. East and West Flanders enjoy a moist climate, and in some places are subject to malaria. The summer here is warm and rainy, and the winter cold.

The Belgian people consist of two distinct stocks—the *Germanic* and the *Græco-Latin*. To the former belong the proper Belgians or Netherlanders, who speak the Flemish tongue, and a small number of German-Dutch—mostly in Limburg and Luxembourg. To the latter belong the Walloons, who inhabit the higher or southern portion of the country and speak the French-Flemish and the Walloon—two dialects of the French language. Productive industry has long characterised the Belgians, the principal productions of which are Brussels, Mechlin, Bruges, Ghent, and St. Tron laces, the clothes of Flanders, Brabant, and Hainault, the printed cottons of Ghent, Brussels, and other places, the bleaching establishments of Courtray, which rival those of Haarlem, the carpets of Tournay, the papers of Liege, with its military arms and cutlery. The industry of the Flemings has within two hundred years converted a tract of land, once a sandy and barren heath, into a beautiful garden; and the product of its wheat is often not less than sixteen to one, and oats ten to one; whilst scarcely in any part of Britain does wheat give more than eight to ten for one. East and West Flanders alone produce annually flax to the amount of £1,600,000. The Coal Mines of Hainault produce more than those of the whole of France; and the annual quantity raised in Belgium is 2,000,000 chaldrons. More than 150,000 tons of iron are annually founded. The cloth manufactures at Verviers employ 4000 men; and the cotton manufactures, notwithstanding the loss of the Dutch colonial markets, have improved steadily since 1830, and now represent a capital of £3,000,000 sterling. Commerce has greatly increased in Belgium lately. The principal exports are the productions of its flourishing agriculture and numerous manufactures, such as corn, bran, coal, oil, lace, woollen and cotton cloths, linen, canvass, arms, cutlery, and ironmongery.

The Administrative divisions of Belgium consist of nine provinces, subdivided into arrondisements communes, and cantons, after the French models.

Passports.—See pages xxxiii to xxxviii.

Money.—English Bank Notes or Sovereigns are convertible into francs throughout Belgium, at the rate of exchange of the day. The Sovereign, or Pound Sterling, being at par 25 francs, and a few centimes *more* or *less*, according to the variations in the rate of exchange. A reference to our "Table of Foreign Monies," page xxxix, corrected for the current month, will enable the traveller to ascertain the actual rate of exchange, within a few centimes; and any respectable "Exchanger" will give the value for English money *current for the time being.* A franc is equal to 100 centimes.

ELECTRIC TELEGRAPH.—The lines were opened on the 15th of March, 1851, and extend from Ostend to Verviers, where they are in connection with the Prussian, Austrian, Saxon and Bavarian lines to Brussels, and from thence to Paris. These lines are also in connexion with the Submarine Telegraph.

DIFFERENT ROUTES.

1.—By Railway from London to Dover, and thence by Steam-packets to **Calais**, see advertisement; and by Northern of France Railway to **Lille** and **Ghent**, or **Lille** to **Douai**, **Valenciennes**, and **Mons**, to **Brussels**. Also by **Lille**, **Mouscron**, **Tournay**, and **Jurbise**, to **Brussels**.

2.—By South Eastern Railway to Dover every night at 8½, and thence by Steam-packet at 11.15 to **Ostend**, every night except Sunday. See Advertisement.

3.—By Steam to **Ostend** every Wednesday and Saturday, direct from St. Katherine's Wharf. See page 198. The "Holland" and "Belgium" are fine ships, and perform the passage in ten hours.

4.—By Steam to **Antwerp,** direct from St. Katherine's Wharf. See page 197. The packets on this station are now of a very superior description. The General Steam Navigation Company's steamers "Dolphin" and "Rhine" are superior first-class ships. The Belgian Company's new ship "Baron Osy," is also a very fine vessel. They perform the passage in about 17 hours, and reach Antwerp on the day after leaving London, in ample time to enable the passengers to proceed, if they wish, by the first or second train to Cologne. But few persons do this, as the "glorious works of art" in Antwerp are objects of too much interest to be passed unvisited.

5.—By Steam to **Calais** every Sunday and Thursday morning, direct from London Bridge Wharf. See page 198.

6.—By the Screw Steam Shipping Co's. Steamers from off Irongate Wharf to **Dunkirk,** thence by Rail to any part of Belgium. See page 198.

7.—**Hull** to **Antwerp,** Gee and Co.'s Steamers, see p. 193; also by the Hull Steam Packet Co.'s Steamers, see p. 193.

ROUTE 1.

In order to facilitate travellers in their Belgian tour, we arrange in consecutive order the principal railway routes at present existing in that country. We may also observe, that we have pointed to such places of note worth the excursionist's attention, which, though not immediately on the direct route, yet branch off at intervals and admit of a short visit by a little delay. The first route we give is from

London to Brussels, via Dover and Calais.

The tourist, on leaving London Bridge, finds himself whirled over a beautiful country; and at about six and a quarter miles he finds himself in sight of Sydenham. To the right of the line the Crystal Palace of 1851 has found a permanent home, and stands forth as a grand and splendid monument representing the combined elements of universal industry, and ornamenting the picturesque locality in which it is situated. Very little of interest surrounds the remaining part of the journey to Dover, where the traveller takes the steam-boat, and leaving the old cliffs of England, finds himself after a delightful sea-trip of two hours, at Calais, in France On arrival here tourists should proceed direct to the passport office, on the railway station, and get their passports properly *visé*, after which they should proceed to an adjoining room for the purpose of having their baggage examined. This, however, can be avoided by declaring them for transit.

Calais.—See page 249.

The journey between Calais and Brussels is performed by rail. The first place of interest to be met with is Lille, where carriages are changed.

Lille.—See page 255.

Passengers who take this route change carriages at Lille for Mouscron, where passports and baggage are strictly examined.

Roubaix.—See page 267.—**Tourcoing.**

Mouscron is seen on an eminence to the right, with its beautiful church built of bricks. Its chief importance arises from the fact of its being situated on the frontier.

[From Mouscron the traveller can proceed to Brussels by either of two routes. By that leading to Ghent, Malines, and thence to Brussels, or by the direct route from Tournay to Ath and Jurbise. As the trains, however, start at the same time for each of these places, passengers should examine their tickets to ascertain which route they are booked for, and to see that they and their luggage proceed by the same train.]

Mouscron to Brussels, *via* Courtray, Ghent, and Termonde.

Courtray.—Hotels:—Damier and Lion d'Or.—20,000.—This is a fortified town of West Flanders, situated on the river Lys, which supplies good water for bleaching. It is much celebrated for its manufactures of linen and lace, and produces a large supply of fine flax. It is 32 miles south of Bruges, and 27 miles south-west of Ghent.

The Town Hall deserves to be seen, on account of two chimneys, the sculpture of which are of the greatest beauty, and most highly finished. One is placed in a sort of ante-chamber, which leads to the council hall, the other is in the hall, which it wonderfully beautifies. The Church of St. Martin, founded about 650 by St. Eloi, apostle of Flanders, is remarkable for its tower, which surmounts the front portal, commands a splendid view of the surrounding country and adds much to the majestic appearance of the building. The multitude and richness of the ornaments in the interior attract attention. The Tabernacle of brown stone of Avernus is worth notice. The church also contains a very valuable painting—"The Scene of Martyrdom at Rome," by Van Manderen, who was a poet and historian rather than a painter. It also contains a picture representing the "Descent of the Holy Spirit upon the Apostles;" and the two shutters, the "Sleep of Adam in Paradise;" and the "Baptism of Christ." The Church of Notre Dame possesses a Vandyke—it is in Baldwin's Chapel, and represents the "Crucifixion;" this painting is greatly admired. This church was erected by Baldwin, Count of Flanders and Emperor of Constantinople. It deserves to be visited both on account of the splendour of its ornaments and the richness of its paintings. In the same church are two bas-reliefs by Godecharles, and a "Christ in the Tomb," by Van Reable, which deserve attention—the Church of St. Michael has a small picture of the celebrated "Battle of the Spurs." The Tabernacle will attract the visitor's attention. The Academy, Museum, and Library together with the Market Hall are the only other places worth visiting.

CONVEYANCES.—Railway, see pp. 63 & 69.

Haerlebeke.—Olsene.—Nazareth.

Ghent—*Stat.—(With Map in Special Edition.)*

HOTEL ROYAL, Place d'Armes, in the centre of the town, and nearest to the railway station, a first-class Hotel—highly recommended to Eng. travellers; landlord, Mr. Marit.

HOTEL DE VIENNE, nearest hotel to the churches St Bavon, St. Nichol, and St. Michael—recommended for its moderate charges, and excellent accommodation. A. Roszmann, proprietor. (A German.)

HOTEL DE LA POSTE.—This old established first rate Hotel has been re-opened by Mr. C. Dubus, late of the Hotel de Flandre, and is highly recommended.

Distance from Bruges, 44 kilometres=28 miles; time 1h. 25m.—The stations between this place and Bruges are Blœmendael, Æltre, Hansbeke, and Landeghem. The station of the Direct railway to Antwerp is at the Porte d'Anvers. This direct line, worked by a private company, runs through the Pays de Waes, the finest garden-like and most densely populated district in Belgium; it passes the important towns of Lokeren with 18,000, and St. Nicholas with 21,000 inhabitants. Post-Office in Rue de l'Université. *Vigilantes* as at Bruges.

The streets and public squares of Ghent are wide and spacious; it has more the appearance of a modern city than Bruges; and there are elegant equipages rolling through its busy thoroughfares. The Town Hall of Ghent is apparently an unfinished structure; and in admiring this exquisite specimen of florid gothic architecture of the right wing and corner, the traveller will regret that the architect who executed this part of the edifice did not complete the other side in the same style of elegance and beauty of design, which is probably unequalled by any other specimen in Europe. There is a bust of Philip van Artevelde to be seen here. The cathedral church of St. Bavon is not remarkable for external beauty, but the interior presents a singular appearance, from its being lined with black marble, and from its having 24 chapels containing ornaments and paintings of great value. The curious will be interested by visiting the site of the houses of Van Artevelde, the Flemish Captain-general, and Count Egmont; also the Gilded Dragon, brought by Van Artevelde from Bruges, now on the Belfry. The oldest and one of the finest churches is that of St. Nicholas.

It would occupy too much of our limited space to describe each oratory, but we would direct attention to the eleventh, which is embellished by one of the most remarkable works of the early Flemish school. A painting, representing "The Adoration of the Lamb," by the brothers Van Eyck, is considered an extraordinary *chef d'œuvre*. The colouring is as brilliant and as pure as the first day it left the hands of the painters. The composition combines the breadth and power of the Flemish school, with the grace and delicacy of the Italian. No person should quit this chapel without having the details of the picture described to him. In another part of the church (in chapel fourteenth) there is a painting by Rubens equally admired. It is a picture representing a religious ceremony—St. Bavon renouncing the military profession to become a monk. Sir Joshua Reynolds says of this painting, that "for composition, colouring, richness of effect, and all those qualities in which Rubens more particularly excelled, it claims a rank among his greatest and best works." The pictures in the church of St. Michael have been shamefully treated by the vandalism of ruthless depredators and modern restorers or picture cleaners. The once beautiful work representing the Crucifixion, by Van Dyck, is so disfigured as not to be worth examination! The Museum of Ghent is by no means worthy of such a city; but the florist will be much gratified by a visit to the Botanical Gardens, which contain some of the choicest exotics and rarest plants acclimated in Europe. The *Beguinage* is worth visiting; it contains one of the finest pictures by Raphael in Belgium, the subject is the head of our Saviour. The *Beguinage* is a convent, but the inmates are permitted to leave when they like, they may get married and even return in widowhood.

CHURCH OF ENGLAND SERVICE—On *alternate* Sundays at half-past 11 a.m. and 3 p.m., at the Chapel in the Rue Digue du Brabant, near the railway station. Holy Communion, second Sunday in the month.

Cab-hire.—A course or drive, 1 fr.; first hour, 1½ frs.; second hour, 1 fr.

AGENT for the Sale of J. A. Farina's *Eau de Cologne*—Mr. J. Poitie, Coiffeur.

CONVEYANCES.—Railway to Malines, Brussels, Bruges, and Ostend, see page 62.—To Courtray, Tournay, and Mouscron, page 63. Also to Antwerp direct, page 74.

[The traveller going from Ghent to Brussels can proceed by **Malines**, see page 274, or by **Alost**, see page 274, and so on to **Brussels**, see page 275].

[The line branches off from Ghent to

Audenarde.—A picturesque Flemish town of 6000 inhabitants, containing a very handsome Gothic Town Hall, a Collegiate Church, with some remarkable wood carving. The churches of St. Walburga and Notre Dame de Parnelle are worthy of notice. For Railway Time Tables, see page 63].

MOUSCRON TO BRUSSELS, *vid* TOURNAY, ATH, AND JURBISE.

Mouscron.—See page 272.

Tournay.—HOTEL:—HOTEL DU SINGE D'OR.

A fortified city, in the province of Hainault. The town itself is indifferently built, and has a gloomy aspect: it contains a population of nearly 40,000, who are engaged in the manufacture of cotton and woollen stuffs. Tournay contains the most ancient cathedral in the country, in which are several celebrated pictures by Rubens and some marble groupings by Dufresnoy, a library, in which are 22,000 volumes and a Museum (at the Hotel de Ville, containing some interesting specimens of domestic architecture, and curiosities, a cabinet of natural history, &c.

CONVEYANCES.—Railway to Mouscron, Courtray, Ghent, Malines, and Brussels, see page 63.—To Ath, Jurbise, Braine-le-Comte, & Brussels, see p. 71.

Ath.—Hotel Cigne.—A fortified town on the Dendresee, 21 miles from Tournay. A terrible fire in 1433, a hurricane in 1600, and an earthquake in 1691, and other disastrous events dismantled Ath of all her monuments, &c. St. Julien's Tower and the Parish Church alone escaped the conflagration. Ath sustained many dreadful sieges. The fortifications constructed in 1815 are strengthened with great care. The population is about 9000. Flax manufactures.

Railway, see pages 70, 71, and 74.

Maffles, Attres, Brugelette, Lens.

Jurbise, a small commune with a population of 700 souls. It is about eight miles from Mons by railway. The country along from Jurbise to Braine-le-Comte is rather interesting.

Soignies.—the chief town of a district in the province of Hainault, is a pretty and neat town, agreeably situated on the Senne, and passed by the railway. Its churches and tombstones are very old, and cannot fail to interest the antiquarian Extra fine flax produced here, used for the manufacture of lace.

Braine-le-Comte.—This town was formerly in the department of Jemappe, and derived its name from the celebrated Brennus, in the time of Julius Cæsar, who built the town, and strongly fortified it with a castle, &c. Both castle and town, however, were destroyed by the Spaniards about the year 1677. The district around furnishes some of the finest flax in the world. A few miles to the north-west is Steenkerke, remarkable as being the spot where the Duke of Luxembourg defeated William III., in 1692, with a loss of 7000 men. From here a railway branches off to Charleroi and Namur.

Conveyances.—Railway trains to Charleroi and Namur, page 65.—To Jurbise, Ath, and Tournai, see Time Table, page 70.—To Mons, Valenciennes, Douai, Arras, Amiens, and Paris, see pages 61, and 12 to 15. To Brussels, see page 71.

A tunnel precedes our entry to

Tubise, which possesses no interest for the traveller.

Lembecq—Containing 2300 inhabitants, with no objects of interest save its old château and its numerous distilleries. Nothing worth notice presents itself after leaving the Tubise station.

Hal.—A small but pretty village of 5000 inhabitants, built partly on the Senne, and partly on the canal Charleroi. It has no objects of particular interest, save the Church of St. Mary, celebrated as possessing a miracle-working image of the Virgin. It is of wood, 2 feet high, and has acquired immense wealth by pious offerings, including gold plate given by Charles V., Maximilian I., Pope Julius II., &c. It has a beautiful high altar and font of brass.

Loth.—Hotel Pays Bas. Where we halt to take on some carriages.

Ruysbroeck.—A little village of 500 inhabitants, deserving no special notice.

Forest.

Brussels.—See page 275.

Route from Ghent *via* Alost to Brussels.

Melle, Wetteren, Schellebelle, Lede. See page 62.

Alost.—*Stat.*—Hotel Pays Bas.

On the river Dendre, the chief town of the district of East Flanders, is said to owe its origin to a fortress built by the Goths in 411. It was formerly the capital of what was called Imperial Flanders, and was reduced to ashes by a conflagration in 1360, and in 1667 the celebrated Marshal Turenne took and dismantled it. The town hall is a fine gothic edifice, built in 1210, and is in excellent preservation. The collegiate church of St. Martin was built by the same architect as the cathedral of Amiens, and contains a fine picture by Rubens, representing the "Plague of Alost." The population is about 15,000, chiefly engaged in linen, soap, and thread-lace manufactures. Great Hop Market.

Conveyances.—Railway, see pages 62 & 74.

Rail to Termonde and Lokeren, see page 74.

Route from Ghent *via* Termonde and Malines to Brussels.

Melle. Wetteren.

Termonde—*Stat.*—Hotel.—Aigle.

An ancient town, said to be earlier than the time of Charlemagne. It is situated at the mouth of the river Dendre, at its confluence with the Scheldt. The inhabitants have a taste for the fine arts, and the traveller may readily obtain access to several private collections, among which we may name those of M. Schellekin and Madame Terlinden. David Teniers married in this town, and resided here several years. The population is about 8,000, chiefly engaged in the hemp and flax trade. It is 16 miles, by rail, west of Malines, and 19 from Ghent.

Conveyances.—For Trains, see Time Table, pages 62 and 74.

[Rail to Alost and Lokeren.]

Buggenhout.— Malderen. — Londerzeel.—Capelle.

Malines.—(In German, **Mechlin.**)—*Stat.*—Hotel St. Jacques, in the Corn Market—an old established comfortable Hotel, much recommended.

A large town, in the province of Antwerp, divided by the Dyle into two parts. It is equidistant from Brussels, Antwerp, and Louvain, and contains a population of 25,000. The Malines station is about five minutes' walk from the town, which is one of the most picturesque Flemish cities. An obelisk is here erected, to mark the point where the various Belgic lines of railway diverge.

The entrance from the railway station is very fine. The streets are broad, and bordered in many places by good buildings. The public square and the market-place are spacious, and regularly built. The cathedral has a tower 350 feet high, of massive Gothic construction. Although unfinished, it is worthy of attention, especially the interior, which is elegant. The other buildings of interest are the arsenal, the town-house, a Franciscan monastery, and an asylum for 800 widows and elderly women. The town also contains many curious old buildings. It has manufactures of fine Brabant lace and linen, damask and silk, and woollen stuffs, besides a thread lace, known and celebrated as the Mechlin lace.

Works of Art in the Churches at Malines:—The Church of St. Rumbold—in the chapel on the left there is a fine painting, "Christ crucified between the two thieves," by Van Dyke. The Church of Notre Dame contains a picture by Rubens, "The miraculous draught of fishes." The Church of St.

John possesses several of Rubens finest paintings, "The Worshipping of the Magi," two painted shutters, and three other small pictures. The receipt is shown in the vestry, dated March 12, 1624, stating that Rubens painted these eight paintings, in eighteen days, and received 1800 florins for them.

CONVEYANCES.—The railway from Antwerp to Cologne and the Rhine, proceeds east from Malines to Louvain and Liege, see page 66. West to Ostend and Ghent, see page 62. South to Brussels, see page 67. To Ghent, Courtray, Tournay, Mouscron, Lille, and Calais, pages 62, 63.

[Travellers from GHENT or OSTEND change carriages here, if proceeding to Antwerp or Cologne.]

Continuing his journey towards Brussels, he next arrives at

Vilvorde.—*Stat.*—A small, healthy town of 6,500 inhabitants, situated between Malines and Brussels. It is one of the most ancient in Belgium, and is much visited by philanthropists desirous of inspecting the great prison or penitentiary, situated in the suburbs of the town. The church of Vilvorde contains some exquisite carvings in wood. In this town Tindal, the first English translator of the Bible, suffered martyrdom in 1536. From here he passes through a very agreeable country until he enters Brussels.

CONVEYANCES.—For Railway, see pages 66 & 67.

Brussels.—*Stat.*—*(Map in Special Edition.)*

HOTELS.—CAUTION.—Travellers should proceed direct to the Hotel they have selected in a Cab, as the Omnibuses charge as much, and make so many stoppages, that the best accommodation is engaged, before passengers by these vehicles reach the hotel. We also advise them not to allow themselves to be misled by cab-drivers or others *interested* in recommending certain hotels.

HOTEL DE BELLE VUE, one of the most highly recommended hotels on the Continent, landlord, Mr. Proft.

HOTEL DE L'UNIVERS, one of the largest, handsomest, and best in Brussels.

HOTEL DE SAXE, exceedingly good in every respect & close to the railway; landlord, Mr. Kervand.

HOTEL DE FLANDRE.—This first class old-established and highly recommended hotel, in the Place Royal, has been considerably enlarged, and has one of the finest saloons in Europe. The table d'hote is deservedly celebrated.

HOTEL DE L'EUROPE, a first-rate old established house, enjoying an excellent reputation. Strongly recommended.

HOTEL WIENDON, a comfortable and reasonable family hotel.

HOTEL DE HOLLANDE, Rue de la Putterie, excellent situation in the heart of the city, between the park, the Cathedral, and the Grand Place, this old-established house is quiet and comfortable, good and reasonable.

HOTEL DES CHATELET, a most comfortable, reasonable, and excellent second-class house. The landlady, Mrs. Callo, is English. Travellers are cautioned not to confound this hotel with one of the name of Callu.

GRANDE BRETAGNE.—Well situated in the Place Royale and charges moderate.

☞ HORTON'S PRINCE OF WALES ENGLISH TAVERN AND CHOP HOUSE, Rue Villa Hermosa, Montagne de la Cour—everything first-rate and reasonable. Good beds. Ales, stout, and porter on draft, always in splendid condition. Chops and steaks, &c., admirably cooked. The London Times and New York Herald newspapers taken in.

CARTER'S (late BAILY'S) COMMERCIAL TAVERN, Rue du Musee. Ale and Porter on draft. Chops and Steaks. Good beds and comfortable accommodation on reasonable terms.

BOARDING AND LODGING-HOUSE.—Mrs. Haydon's, 47, Avenue de la Toison d'Or Porte Louise, is most respectable, and deserves our best recommendations.

PRIVATE BOARDING-HOUSE.—No. 1, Rue de Vienne, and 126, Chaussée de Wavre, near the quarter Leopold, kept by Mlle. Louise Pillond.

This, the capital of the kingdom, and seat of Government, is 88 miles from Ostend, 27¼ from Antwerp, 48 from Ghent, 71¼ from Liege, 92½ from Lille, 149¼ from Cologne, and 150 from Paris. Population (including suburbs) 145,000 The local attractions are numerous.

We have now to introduce this fair city to our readers, a city which has formed the subject of the warmest eulogiums from three of our greatest modern poets, Byron, Scott, and Southey; and no person who visits it in the present day will say that their praises are exaggerated or undeserved. No traveller who visits the lower town, observes its noble streets and mansions, inhabited by the mercantile part of the community, and then proceeds to the upper or "west end" of the city, commencing with the Place Royale, embellished by the church of St. Jaques sur Caudenberg, and the statue of the Crusader, Godfrey of Bouillon, thence to the Place des Palais, and there admires the pleasing *coup d'œil* formed by the King's Palace, the Palace of the Prince of Orange, the beautiful and umbrageous Park, the magnificent Rue Royale, the noble buildings in the Rue de la Loi, the splendid view from the Place du Congrès, but what will exclaim that the beauty of the *tout ensemble*, the neatness and cleanliness of this part of Brussels, render it one of the most charming cities in Europe, and impart a becoming dignity to the seat of the Belgian government.

If the cities of Antwerp, Bruges, and Ghent, are objects of reverence to the antiquarian, the historian, and the lover of the fine arts, the fair capital of Belgium is peculiarly the property of the ladies. It is Paris in miniature, Parisian toilettes, ganteries, chaussuries, and, above all, the genuine lace of Mechlin and Brussels manufacture are to be had here on *advantageous terms!* The Montagne de la Cour, the Rue de la Madeleine, and the beautiful Arcade of St. Hubert, should be the special objects of their attention, and whilst they are making acquisitions at these marts, we will invite the *messieurs* to accompany us to the Grande Place, to admire the beautiful Gothic spire of the Hotel de Ville, and the various architectural designs of the surrounding buildings. Then crossing the *Place* to the Rue de l'Etuve, and proceeding to the corner of the Rue du Chêne, the traveller will suddenly find himself in the presence of the oldest citizen of Brussels, the celebrated "Manniken" fountain. *Honi soit qui mal y pense!* Diminutive as this personage is, he is nevertheless of great importance to the *bourgeoise* of Brussels. Legends and traditions invest him with an importance and dignity which is peculiarly manifested upon holidays or gala days, fêtes and kermesses, when the Manniken is attired in the field-day uniform of a *garde civique*, and decorated *with the order of St. Louis.*

The traveller next visits the Cathedral Church of Saint Gudule, and is struck by the beautiful painted glass in its windows, particularly that of the St. Sacrament chapel, which is deemed the most exquisitely painted window in Europe. The carved pulpit, by Verbruggen, representing the expulsion of Adam and Eve from the garden of Eden, is also an object of admiration, and we would likewise direct attention to a monument recently placed in this cathedral, to the memory of a Belgian philanthropist, the late Chanoine Triste. This piece of sculpture is by the same artist that executed the statue of Godfrey de Bouillon, in the Place Royale, and is considered one of the purest and most classical works of modern times.

The amateur of paintings will be gratified by paying a visit to the Museum.

Commissionaires.—Parties visiting this city should engage a Commissionaire of the hotel they are residing in, at 5 frs. per day, to guide them to the sights of Brussels, as he will save them much time; the same person will attend them during dinner at Table d' Hôte, and may be engaged as travelling servant.

Carriages.—Travellers wishing to go to Waterloo, can do so by the Mail Coaches, see particulars page 280, or if they wish to visit different objects of interest in Brussels and the environs, Laeken or Boitsfort, may obtain two horse carriages at 3 frs. per hour, or one horse carriages at 2 fr. 50 c. per hour for town use, of J. Suffell, 17, Rue Villa Hermosa, Montagne de la Cour, and of J. Copper, 23, Esplanade, Porte de Namur.

The Post-office, at the top of Rue de la Montagne, is open from 5 till 9. Postage stamps are in use throughout the kingdom: single rate for one-third of an oz. 10 centimes, for 30 kilometres (about 18½ miles,) 20 centimes for all distances above; prepayment optional. Between Belgium and all France the stamp is 40 centimes. The following is a list of the offices for obtaining passports:—France 1, Rue des Douze Apôtres, Austria, 9, Rue Belliard, Quartier Leopold: English Embassy, Rue Belliard, Quartier Leopold. Prussian Embassy in Brussels, Rue des Orangeries, No. 2.

Steam Packet Offices.—General Steam Navigation Company, 94, Montagne de la Cour, Place Royal, where Through Tickets can be taken for London direct, via Ostend or Antwerp.

The King's Palaces may be viewed during his Majesty's absence. The Museum is open every Sunday, Monday, and Thursday, from 10 till 3, and every other day to strangers on producing their passports. The Duke d'Arenberg's Palace daily, by applying to the porter, and producing a passport, when the Prince is in town. The Town Hall daily, from 10 till 5, (gratis.) The two Houses of Parliament daily, from 10 till 3. The Botanical Gardens, (gratis) every Tuesday, Thursday, and Saturday, from 9 till 5. The Passport Office is at the Hotel de Ville and is open daily from 10 till 4. The London mail arrives in Brussels every day, except Monday, and departs from Brussels every day, except Saturday, in the afternoon. Letters for England must be posted at the Chief Office, Rue de la Montagne, before 2 p.m. for the first dispatch, and before 5 15 p.m. for the second, *via* France. Letters, &c., forwarded by the former are delivered in London by 9 in the morning, and by the latter by 12 the day after their leaving Brussels. Theatre Royal de la Monnaie.—Performances every evening. Theatre des Galeries Saint Hubert.—Performances every evening. Concert in the Park every evening during the summer.

In conclusion we may remark, that it is customary for travellers passing through Belgium, to sojourn and rest during the Sabbath in Brussels, as it offers the advantages of possessing several Protestant places of worship:—

Church of England Service.—On Sundays, at the Chapel Royal, Rue du Musée, at 9 a.m. and half past 2, by the Rev. C. E. Jenkins, M.A., Fellow of Magdalene College, Cambridge; in the chapel, on the Boulevard de l'Observatoire, at a quarter to 1, and half past three in the afternoon, by the Rev. W. Drury, M.A.; and at the Evangelical Chapel, Rue Belliard, by the Rev. G. P. Keogh, at 9.30 a.m. and 3 p.m.

Conveyances.—*Excursion to Waterloo*—See page 280.—Railway to Malines & Antwerp, see page 70.—To Ghent, Bruges, and Ostend, see page 62.—To Louvain, Tirlemont, Liege, Aix-la-Chapelle, and Cologne, see page 66.—To Mons, Valenciennes, Douai, Arras, Amiens, and Paris, see pages 12 to 15.—To Braine-le-Comte, Charlerol, & Namur, see page 65.—To Malines, Ghent, Courtray, Mouscron, Lille, Calais, and Dunkirk, see page 63.—To Jurbise, Ath, and Tournay, see page 70.—To Braine, Mons, and Quiévrain, see page 61.—To Wavre, see page 75.—

To Namur, Arlon, Liege, Aix-la-Chapelle and Cologne, see pp. 72 & 73.—Steamers from Ostend to Dover every night except Saturdays when there is no boat. To London direct, every Tuesday and Friday night according to the tide, page 203. From Antwerp to London, every Sunday and Wednesday noon, see page 182.

Brussels to Paris direct, by Charleroi and Erquelinnes, see Time Table, page 73.

Brussels to Cologne, via Namur and Liege, see Time Table, page 73.

Cab-hire.—A course or drive, 1 fr.; two horses, one course, 1½ frs.; single horse, one hour, 1½ frs.; two horses, one hour, 2½ frs.

ENGLISH DIRECTORY OF BRUSSELS.

Railway Termini—The terminus of the Northern line communicating with Antwerp, Ostend, Ghent, Bruges, Lille, Malines, Louvain, Liege, Verviers, Aix la-Chapelle, and Cologne, is outside the Porte de Cologne. That of the Southern line for Mons, Namur, Valenciennes, and Paris, is designated the Station du Midi. Terminus of the direct line to Namur, Cologne, and Paris, by Charleroi and Esquellines, Great Luxembourg Railway Station, quartier Leopold.

Professional Gentlemen recommended by the Editors.

Physician.—Dr. Perkins, 71, Rue Ducale; is highly esteemed by the English residing in Brussels, and we strongly recommend him from our own experience.

Solicitor.—T. J. Maltby (British Vice-Consul), 4, Rue de la Paille.

Chemist and Druggist.—As it is somewhat difficult to have English prescriptions carefully prepared on the Continent, we have found Mr. J. B. Florens, 86, Montagne de la Cour. deserving all confidence, from the attention he pays to his customers and the moderateness of his prices.

Dentist.—Mr. J. Alex, 3, Place Belliard, opposite the Park, Surgeon-dentist to his Majesty King Leopold. Mr. Alex having been established in Brussels duringthe last 21 years, has acquired the confidence of the English and Belgian Medical profession, and his appointment some years since as honorary Dentist to the King of the Belgians, proves the high estimation in which his talents are held in Belgium.

Protestant School for Young Gentlemen, 23, Rue des Sols, conducted by Mr. G. Acker. This establishment is situated in the high part of the town, and can be highly recommended.

Bigwood's English Bank & Exchange Office, No. 8, Rue Royale. J. Bigwood, late Salter and Bigwood, corresponds with the Union Bank of London; the Firms of Messrs. Chas. Hoare and Co., and Messrs. Martin & Co., London; Oriental Bank Corporation; Messrs. Duncan & Co., New York.

Agent for the Sale of J. A. Farina's *Eau de Cologne*—Maison St. Leger.

Daily Express Office for the daily conveyance of small parcels, samples, law papers, &c., simultaneously with the mails, 77, Montagne de la Cour.

Millinery, Flowers, Head-dresses, Lace Caps Handkerchiefs, &c.—We recommend in full confidence for all of these articles, the establishment of Madame Coche-Shirmer, 79, Montagne de la Cour, near the Place Royal, who is deservedly patronised by the best families in Brussels.

Gloves.—There are so many shops for this article that we can scarcely expect ladies to abide implicitly by our recommendation; but, from personal experience, confirmed by general repute, we advise them not to purchase until they have seen the gloves of Mr. Auvray, 9, Passage des Princes, Galeries St. Hubert.

Lace.—We recommend with all confidence the establishment of M. Vanderkelen Bresson, No. 248, or 1, Rue du Marquis, near the Cathedral of St. Gudule; and we advise the ladies to postpone making any purchases until they have seen the above stock. Mr. V. B. was awarded the Prize Medal by the Commissioners of the Great Exhibition, a Gold Medal by the Belgian Government and the first medal at the Universal Exhibition at Paris. Visitors should be particular in not mistaking the house, or confounding this establishment with others, which may be easily avoided, *as the name is on the door*.

Modes.—Mlles. de Basle, 19, Rue de la Regence.

Tailor.—Travellers will find a large stock of ready made wearing apparel, of the best fashion at T. B. Colard and Co., 42, Rue de la Madeleine, and at most reasonable prices. Orders are promptly executed, which is a great consideration for tourists

Messrs. Colard & Co. have also several branch establishments in the provincial towns, *i. e.*, at Namur, Charleroi, at Ghent, 17, Rue des Champs, and at Antwerp, 680, Canal au fromage.

General Booksellers.—and Publishers of the new Guide to Brussels, M. Kissling & Co., 27, Montagne de la Cour. See advertisement.

General Commission and Patent Agency.—Mr. R. Culliford, 59 Rue du Commerce Quartier Leopold. See advertisement.

Optician and Musical Instrument Maker.—Mr. Cerf, Montagne de la Cour. See advertisement page.

From BRUSSELS to	Itineraries of the most Direct Routes from BRUSSELS to the following Alphabetical List of Towns.	1st Class. £ s. d.	2nd Class. £ s. d.	Time. Exp. h. m.	Time. Ordy. h. m.
1 Aix-la-Chapelle	A Malines, Liege, Verviers, Aix-la-Chapelle, p. 66	0 12 1	0 9 1	4 55	6 15
	B Tirlemont, Landen, p. 66, Hasselt, Maestricht, Aix-la-Chapelle, p. 68	0 10 3	0 7 7	3 33	4 30
	C Namur & Liege, per Gt. Luxemberg, see p. 73	0 11 3	0 8 0	5 45	7 15
2 Antwerp	Malines, Antwerp, p. 70	0 2 9	0 2 2	0 50	1 15
3 Calais	See page 70	0 18 8	0 14 1	7 30	11 0
4 Cologne	A By Malines, Liege, Verviers, Aix-la-Chapelle p. 66	0 19 7	0 14 5	6 25	8 45
	B By Malines, Landen, Maestricht, Aix-la-Chapelle, p. 66, 68	0 17 9	0 12 7	5 3	6 30
	C By Namur, down the Meuse, or by rail to Liege, Verviers, Aix-la-Chapelle—picturesque route	0 18 6	0 13 5	7 45	10 45
5 London	A Rail to Ostend; Steamer direct to London	1 6 2	1 0 6	13 30	14 30
	B Rail to Antwerp; Steamer direct to London	1 9 6	1 2 1	— —	— —
	C Rail to Ostend; Steamer to Dover; Railway to London	2 8 10	1 13 6	— —	— —
	D Railway to Lille, Calais, p. 70; Steamer to Dover; Railway to London	2 11 11	1 7 11	— —	— —
6 Ostend	A By rail, via Malines, see page 62				
	B By rail, via Alost, see page 62				
7 Paris	A By Quievrain, Valenciennes, Amiens, page 64	1 10 3	1 3 1	8 5	16 5
	B By Ottignies, Charleroi, St. Quentin, Creil, p. 73	1 8 6	1 1 4	8 0	13 10
8 Rotterdam	A Rail to Antwerp, p. 70; rail to Moerdick, p. 80; Steamer to Rotterdam	0 11 7	0 8 5	3 50	5 0
	B Rail to Antwerp, p. 70; St. by the Scheld, p. 182, to Rotterdam	— —	— —	— —	— —
9 Spa	A Liege, p. 66, Pepinster, p. 66, Spa, 66; the Express train does not stop at Pepinster	0 9 4	0 7 0	0 0	4 45
	B Rail to Pepinster, p. 66; Rl. then to Spa, p. 66.	0 8 9	0 6 9	4 0	5 0
10 Waterloo	By English Mail Coaches, in two hours, see page 280. Fare 5 frs. there and back	— —	— —	— —	— —

ROUTE 2.

OSTEND TO BRUSSELS.

Ostend—*Stat.*—(*With Map in Special Edition*)

Hotel Fontaine, an excellent establishment and highly recommended, very conveniently situated, and commanding a fine view of the sea and harbour. It has a splendid dining-room and the newly furnished apartments overlook a beautiful garden.

Meetian's New Hotel, is a capital, first-rate house, very comfortable; the prices are reasonable, and the landlord, formerly co-proprietor of the Hotel d'Allemagne, is particularly attentive and courteous to English travellers.

Brokers.—R. St. Amour & Son.—Agents of the General Steam Navigation Company.

Omnibuses attend the arrival of each train.

Ostend is at present principally known as a favourite watering-place, much patronized by the *élite* of the neighbouring states, who resort here in great numbers during the summer. The town itself has no particular object deserving of notice beyond its ramparts and fortifications, but it possesses one of the finest marine parades in Europe. The *Digue* of Ostend is a celebrated walk along the shore, upon an elevated mole built parallel with the sea-ward rampart of the town, and so constructed, that while it serves as a barrier against the encroaching and formidable attacks of the sea, it forms one of the most agreeable promenades imaginable.

By recent arrangements, travellers proceeding to or returning from Germany, by declaring the same at the Ostend or frontier Custom-house, their luggage is not examined in Belgium, but entered *in transit*, thus avoiding the annoyance of a search of luggage until the end of the journey. By an order of the Board of Customs, luggage of travellers arriving by the mails at Dover or Ostend is examined at any hour of the day or night. No permit is required on embarking at Ostend.

Conveyances.—Railway trains to Bruges, Ghent, and Brussels, page 62.—To Tirlemont, Liége, Verviers, Aix-la-Chapelle, and Cologne, pages 66 and 67. Steamer from Ostend to Dover, see page 198. To London direct, by the General Steam Navigation Co.'s ships, according to tide, see p. 208.

Bruges—*Stat.*—Hotels:—

Hotel de Commerce, a first-rate old-established house, enjoying an excellent reputation.

HOTEL DE FLANDRE—an old established house famous for its fine wines and good dinners; and lord Mr. Decker Cruyt.

Distance from Ostend, 22 kilometres (14 miles); time occupied in transit 30 to 35 minutes. Six canals here meet, from Ghent, Ostend, Dunkirk, Sluys, Furnes, and Ypres, in the large dock or basin, which is the finest in Belgium. *Fares of Vigilantes*, 1 franc per drive; or for the first hour, 1 fr. 50 c.; for the others 1 fr. for two persons; if for three or four, ½ fr. per hour more. The railway station at Bruges is on the Vrydags Markt. The West Flanders Railway is now open to Courtray, making a direct railway from Ostend and Bruges to Paris, *via* Lille, Amiens, &c. It is 23 miles shorter than by Ghent.

On leaving Ostend, it is a very general custom for travellers going to Germany to take a railway ticket for the whole distance to Cologne, for the purpose of reaching the Rhine with the least possible delay. In so doing they deprive themselves of the opportunity of visiting the cities in Belgium which possess more objects of interest to the lover of the fine arts, more pure and perfect specimens of florid gothic architecture, a richer collection of rare and beautiful paintings, by the old Flemish masters, than can probably be found in the whole of Germany. If, instead of hurrying in this hot-haste through a country which presents so many points of interest to travellers in general, and to Englishmen in particular, our countrymen were to devote a part of their time to Belgium, they would never regret becoming acquainted with its peculiarities, its fine old cities, its glorious monuments, its arts and sciences, the people and their institutions.

Commencing with Bruges, which occupies so prominent a place in the history of Flanders, the traveller will find this town especially worthy of notice—not that it presents the aspect of a populous modern city, but because it has preserved the peculiarities which distinguished its appearance during the middle ages.

The population is about 49,000, and on fete days the fine old city wears a gay and animated appearance.

The churches and other public edifices of Bruges contain several rare paintings. The church of Notre Dame has many works of art worthy of an attentive examination. A statue of the Virgin and the infant Jesus, supposed to be by Michael Angelo, is greatly admired by connoisseurs for the classical beauty of feature and delicate form of the hands which characterises the two figures. Among the paintings we need only direct attention to a picture of the Virgin and Child, surrounded by Saints, reputed to be by Van Dyck, the "Adoration of the Shepherds," and the "Adoration of the Magi." Before quitting the church the traveller should inspect the pulpit, one of the most beautiful and highly finished pieces of carving in wood to be seen in Belgium. Instead of visiting the neighbouring churches, the traveller will do well to go to the Hospital of St. John, which is close to the church of Notre Dame, as this institution is celebrated for possessing several beautiful pictures, painted by *Hans Memling*, so remarkable for purity of colouring and brightness of tone, that the most indifferent spectator will find himself an admirer and a describer of their prominent beauties.

The Belfroy of Bruges has, according to some, the finest chime of bells in Europe, 48 in number, played 4 times an hour by curious machinery which can be inspected by paying a small fee. The lace-working, which is the chief industry of the poor women can be seen in almost every street. The Fish market is very curious. Bruges has the characteristics of a Dutch town, more than any in Belgium.

CHURCH OF ENGLAND.—On Sundays, at the chapel, Rue d'Ostende. Divine service 11 a.m. and 3 p.m. Chaplain, Rev. A. V. Hughes Hallett.

CONVEYANCES.—Railway, see Time Table, pages 62 and 69.

Omnibuses attend the railway stations.

[From Bruges, the West Flanders Railway branches off to—

Lichtervelde, the junction for

Furnes.

Inglemunster, the junction for

Deynze.

Courtrai.—See page 272.

Ypres.

Poperinghe.

For Railway Time Tables, see page 69.]

Ghent.—See page 273.—From Ghent the traveller can proceed by

Malines.—See page 274; or by

Alost.—See page 274.

Brussels.—See page 275.

GHENT TO ANTWERP, *via* ST. NICHOLAS & LOKEREN.

Ghent.—See page 273.

Parties entering Belgium at Ostend, and who, proceeding to Ghent, wish to visit Antwerp, might make a very expeditious tour by proceeding direct from Ghent, and they will arrive at Antwerp in about one hour and a half. If it be so wished a visit can be made to

Lokeren – *Stat.*—HOTEL.—

DES QUATRE SCEAUX.

A considerable manufacturing town, on the direct railway from Ghent to Antwerp, containing 18,000 inhabitants. It is situated on the river Durme, by which it communicates with the Scheldt. The market-place and the quay are remarkable. The church, the construction of which dates as far back as the seventeenth century, is adorned with an elevated tower, and contains one of the finest pulpits in Belgium, magnificently carved and representing, in a group of ten figures, "Jesus

among the Doctors." There are also some fine pictures: one especially should be examined, the Circumcision, by Veraeghen. A fine picture, representing "Abigail going to meet David," by Otto Venius, is the property of a baker of the town.

CONVEYANCES.—Railway to Antwerp and Ghent, see page 62; to Alost and Ath, see page 74.

A visit may also be paid to

St. Nicholas.—*Stat.*—21,000.—HOTEL:—

DE FLANDRE.

The chief town of a district of East Flanders, on the road from Ghent to Antwerp. A flourishing trade is carried on in all sorts of stuffs, which are here manufactured. The principal church has some fine pictures, and the Town Hall is a splendid specimen of art, by Smeyers. Great Flax Market.

CONVEYANCE.—Railway to Antwerp and Ghent. See Time Table, page 74.

Passing Nieukerke, Beveren, Zwyndrecht, we arrive at

Antwerp.—*Stat.*—See Route 3, page 281.

Waterloo.—HOTELS:—Mount St. Jean and Colonne.

The excursion to Waterloo is a very pleasant one indeed—through the forest of Soignies. Few English or American travellers who visit Brussels, can refrain from going to Waterloo and Mount St. Jean, the Chateau of Hougoumont, La Haie Sainte, Quatre Bras, &c., which with their exciting associations, are as attractive as ever.

The expense of a party going to Waterloo was formerly 27 francs, but this has been reduced to a more reasonable price by the spirit of English enterprise. Instead of the close *vigilante*, or lumbering carriage, there is now an English four-horse Mail Coach belonging to Messrs. Copper and Suffell, which runs daily between Brussels and Mount St. Jean on the field of Waterloo. Fares—5 francs there and back, or 6 francs, including the Branch Coach round the field!! *A reduction is made for the conveyance of parties consisting of more than three persons, on booking at Suffell's, 17, Rue Villa Hermosa.* Ladies in particular will find this conveyance by far the most agreeable and unexceptionable, as *a two-horse branch coach conveys the passengers from the village of Mount St. Jean round the field*, thus obviating all fatigue on a sultry day, and inconvenience in unfavourable weather. The *Réveille* in the morning, announcing the departure of the Coaches, is said to produce an exciting effect. The Bugler generally startles the traveller with the tune of the "*Fine Old English Gentleman.*"—"*See the Conquering Hero Comes*," or some other equally thrilling notes to win the ear, and woo the patronage of English travellers. The "Victoria" or "Warrior" starts at 9.30 a.m. from the Hotel de Saxe, and the Hotel de l'Univers, Rue Neuve: taking up passengers at all the hotels in the Place Royale at 9.45 a.m. precisely. The Coach reaches Waterloo at 11.15, and leaves again to return at 2, arriving back in Brussels at 3.30, in time for all the Table d'Hôte dinners. We strongly recommend travellers to secure their places, for the day they wish to go, immediately on their arrival in Brussels, at Suffell's, No 17, Rue Ville Hermosa, Montagne de la Cour; or of J. Copper, 23, Esplanade, Port de Namur.

This conveyance renders a visit to Waterloo an agreeable and cheap excursion, but as it interferes with the parties who formerly let out vehicles for Waterloo, this coach is opposed by Waiters and Commissioners. We therefore think it right to warn our readers, that if they mention "Waterloo," attempts will be made to dissuade them from going by the "Mail Coach," though we hope unsuccessfully, as this conveyance is decidedly the best, being respectably conducted by a steady English coachman; and considering that the proprietors are two industrious Englishmen, who have established this coach for the conveyance of travellers, we think they are entitled to the support of their fellow-countrymen.

Travellers wishing to possess a concise and authentic history of the celebrated battle, should purchase "The Voice from Waterloo," by the late Serjeant-major Cotton, to be had at the Waterloo Museum.

A fifth edition is now published, which has been carefully revised, and exceedingly well got up. It is judiciously embellished with portraits of the principal heroes of this great drama, and contains capital maps of the campaign, and the field of Waterloo, giving the position of the armies, and showing the spots where brave Picton, the gallant Howard, Gordon, and other chiefs were struck down. The author was in the fight, in the 7th Hussars, and subsequently resided at Mont St. Jean, where he acted as Guide to English visitors over the field for a great many years.

Serjeant-Major Cotton left a family of young motherless children, who derive their chief support from the sale of this work, and the collection of relics sold at the Waterloo Museum.

Mrs. Veraleywich, a niece of the late Serjeant Cotton, keeps excellent refreshments at the Museum, viz:—Pale Ale, Porter, &c.

Genappe—*Stat.*—Is a town of 12,000 inhabitants about 19 miles from Brussels. On the road a little way out of the town, the Prussians captured the carriage of Napoleon, and he himself was nearly taken prisoner in it on the night of the battle. About 1¼ mile from Genappe, is the village of Boissy, where Godfrey of Bouillon was born; and at about 6 miles distance, the celebrated Tilly, the opponent of Gustavus Adolphus, was born.

CONVEYANCES.—Railway to Nivelles, Manage, and Wavre, see page 76. This Railway (the Belgian Eastern Junction) is in connection with the line to Brussels and that to Louvain. The Junction with the Brussels line (Great Luxembourg Railway) is at Ottignies.

Nivelles.—*Stat.*—About 11 miles from Genappe. In the church of St. Gertende, are two pulpits, carved by Delvaux said to be the finest in Belgium.

On the top of a tower, is a colossal statue, called Jean de Nivelles, which strikes the hours. It is said that at Nivelles are manufactured the numerous reliques of the battle of Waterloo, found by the guides on the field.

CONVEYANCES.—By Railway, see page 76.

ROUTE 3.

London (per Steamer) to Antwerp, thence to Malines, Brussels, Liege, Verviers, Aix-la-Chapelle, and Cologne.

Antwerp.—(In French, *Anvers.*)—80,000. (*With Map in Special Edition.*)—Omnibuses convey passengers to and from the trains, fare—half a franc. HOTELS:—

The HOTEL DU PARC, this hotel is excellent and cannot be too highly recommended for its comfort, cleanliness, civility, and charges. Mrs. Arrabit is English. See advertisement, end of book.

HOTEL ST. ANTOINE, one of the best in Europe much frequented by the English for the excellent accommodation it affords, and its table d'hote, which is deservedly celebrated, Landlord Mr. Smith.

HOTEL DU GRAND LABOUREUR, Place de Meir, an excellent and comfortable house, highly recommended for its cleanliness and good accommodation; much frequented by English families.

BARBER'S SHIP HOTEL, an excellent English house, situated on the quay and deservedly recommended for its comfort and moderate charges.

SCHROEDER'S HOTEL D'HOLLANDE, charges moderate.

HOTEL DU RHIN, on the Quay, clean and comfortable, and reasonable charges.

The Steam-Packet direct from London to Antwerp reaches the mouth of the Scheldt a few hours more or less after midnight, passes Flushing, and generally ascends the river up to Fort Lillo, before the passengers have left their berths. At this point the beautiful spire of the cathedral of Antwerp is visible, and gradually becomes more conspicuous, tapering up into the sky far above the other steeples as the steamer advances towards the fine old city. After passing Fort Lillo the passengers usually settle their accounts with the steward, and prepare their luggage for the examination of the Belgian Douaniers. This operation is performed on board, immediately the vessel reaches the quay; and though the officers are somewhat like our own, rather "capricious," and occasionally "rough," and unnecessarily zealous in behalf of the *Crown*, a little humoursome coaxing softens these asperities, and they endeavour to perform their duties with as much urbanity as they are susceptible of. When this is accomplished, the passenger must exhibit his passport to the Commissaire maritime of the port, who comes on board; and if it is in order, or *en règle*, as *they* term it, it is *visé*, and he can disembark without further hindrance. Should an English subject have omitted to provide himself with a passport, he can obtain one from the English consul; but, as this is attended with considerable inconvenience, it is better to bring one from London.

The commercial capital of Belgium is situated on the banks of the Scheldt. It is celebrated for its magnificent docks, constructed under the direction of Napoleon, which are capable of receiving two thousand ships.

The streets of Antwerp, like those of many of the towns in Belgium are not apparently laid out upon any plan, but have probably, in the first instance, followed the natural caprices of a growing population. They wind and turn, and turn and wind, each street so like its neighbour, that a stranger has no small difficulty in choosing out his way. Around the cathedral there are a few open squares; but generally, there is a want of some bold street, by the course of which all the rest may be indicated. If this be a fault, it is amply repaid by the grotesque architectural combinations, produced by the endless turnings of the streets. The quaint old houses, six or seven stories high, tapering up to a pinnacle, and their fronts all adorned with the luxuriant tracery which characterises the buildings erected in Flanders by the Spaniards, present themselves in such groups, and yet so picturesquely that you are ready to forgive the irregular construction of the city. The costume of the market and peasant women is quite in harmony with the picturesque architecture. The peculiar and odd-looking shape of the straw bonnets of the elder women, and the coquettish, gay contrast in the toilette of the girls, with their variety of colours, scarlet, blue and pink trimming, the pure white cap of lace, its broad border or "lappels" shadowing the rosy face, like the mailed casque of a knight.

Probably there is no place in Europe so rich in magnificent churches, embellished by the most remarkable works of art, as the town of Antwerp—enriched by the best productions of Rubens and Van Dyck, and other great masters of painting, who were natives of the city. Commencing with the Cathedral of Notre Dame, the traveller must first examine the architecture of the spire—a Gothic structure of exceeding beauty. It is 466 feet high, and runs up tapering into the clouds, with a gradual, yet correct mathematical precision which is unequalled in any other edifice on the Continent. Entering the Cathedral, the first object of attraction is the celebrated painting—with engraved copies of which most people are familiar—viz., *The Descent from the Cross*—reputed to be the *chef d'œuvre* of Rubens. To our mind the helpless heaviness of the dead body of the Saviour—suspended and supported by the Apostles, and being gradually lowered—is represented with inimitable truth.

On the other side is another painting—the pendant, as the French express it—representing the "Elevation of the Cross," which Sir Joshua Reynolds describes as one of the best and most animated compositions painted by Rubens. "The Assumption of the Virgin" and "The Resurrection of the Saviour," two other admirable paintings by the same master, should also be inspected; as also the pulpit in carved wood, and the newly-erected sculptured gothic stalls in the principal Choir, which will remind the traveller of those in St. George's chapel, at Windsor.

In front of the west door of the cathedral is a remarkable work in iron, executed by the celebrated Antwerp blacksmith, Quentin Matsys, who subsequently became a great painter; and in the Place Verte, opposite the cathedral, is a fine statute of Rubens.

The church of St. Jaques is an imposing-looking edifice, which contains many precious and rare works in painting and sculpture; and the interior of the church is embellished with splendour and richness of decoration. The tomb of Rubens is, however, the principal object of attraction. The altar-piece is also by Rubens, and the beautiful picture of the Saviour Crucified is by Van Dyck. The marble statue of the Virgin is greatly admired; it is by Duquesnoy.

On entering the church of St. Paul, the visitor will be struck by a representation of Mount Calvary, —the Crucifixion—and the Ordeal of Purgatory. The coarse and rough manner in which these scenes are represented, form a singular contrast to the numerous works of Art executed in the highest perfection within the church. The "Adoration of the Shepherds" is said—but not generally considered—to be the production of Rubens. "The Descent from the Cross"—A magnificent altar-piece—"The Works of Mercy"—and last, though not the least worthy of notice, the thrilling picture designated "The Scourging of Christ," by Rubens. No person can behold this extraordinary painting with unmoved feelings of admiration of the painter who could delineate the person of the Saviour undergoing the "flagellation" from the hands of the public executioner—and indignant sympathy with the suffering Saviour and author of Christianity.

The churches of St. Augustine and that of the Jesuits also contain several good paintings and remarkable statues in wood. In the church of St. Augustine is the celebrated altar-piece by Reubens, the marriage of St. Catharine. The church of St. Andrew has a pulpit representing the calling of Andrew the patron saint of the church. The carving is as fine as sculpture, and is, perhaps, Verbruggen's best work. The collection of pictures at the Museum should likewise be visited. Quentin Matsys has several works here of merit—his "Descent from the Cross" is one of the best; No. 82, "The Dead Christ"; 84, "The Virgin holding the infant Redeemer;" 83, "St. John;" 85, "A Holy Family;" 86, "Our Saviour on the Cross;" 72, "The Crucifixion of Christ between the two Thieves;" 73, 77, 75, 76, and 79, are the Works of Reubens; 111, 112, 113, are admirable specimens of the productions of Van Dyck.

Teniers, Van Dyck, Snelders and Jordæns, the celebrated Flemish painters, were all born in Antwerp. It is celebrated for its manufacture of black silk and lace.

The Zoological gardens are well worth visiting; the collection of beautiful birds, and various specimens of animals, will even be found worthy of a visit from a subscriber to the aristocratic gardens in London. There are several private collections of paintings which are shown to strangers. We give the addresses of a few of them:—M. Henry, Rue de la Digue d'Ever; M. Van Comp, Rue d'Hoboken; M. Trachs, Rue du Couvent; Mr. Baillie, manufacturer of the celebrated Antwerp black silks; M de Wayt, Rue du Jardin, very good; the visitor pays 1 fr., which goes to the poor.

The interior of the Brewer's Hall, near the Quay, is worth a visit.

English divine service in the English church, Rue des Tanneurs.

CONVEYANCES.—Railway trains to Ghent direct, see page 74.—To Malines and Brussels, page 71.—To Malines, Liege, Verviers, Aix-la-Chapelle, and Cologne, pages 66 and 67.—To Breda by railway, see page 80. To Moerdyck by railway, thence to Rotterdam by steamers, see page 68. The passage from Antwerp direct to London is now performed in 18 hours by the General Steam Navigation Company's new ships "Dolphin" and "Rhine" (see page 182); or the Belgian Company's New Ship, "Baron Osy." These vessels have the best of accommodation for passengers; and from the sea passage only occupying a few hours, the route, *vid* the Scheldt and Thames, or *vice versa*, is one of the most agreeable, and particularly convenient for families going to or returning from the Rhine. Steamers Antwerp to Rotterdam, see page 182; Antwerp to Hull, see page 182.

SHIP BROKER.—Mr. B. Kennedy, Agent of the General Steam Navigation Company.

It is 60 miles from the sea, 27¼ from Brussels, 32 from Ghent, 150½ from Cologne, and 258½ from Paris. The Post-Office is in the Place Verte. British consul, Mr. Grattan. At the Tete de Flandre, on the opposite bank of the river, is the station of the Direct railway to Ghent, through St. Nicholas, Lokeren, and the fine country called the Pays de Waes, shortening the distance by more than one-third (52 kilometres or 32 miles, instead of 80 Kilom. or 50 miles), and saving about 1 hour's time; the fares also are less than those of the State line; but the carriages are said to be wretchedly bad—shaking intolerably! Omnibuses call at the hotels to convey passengers to and from the railway station. The stand for Vigilantes is by the Post-Office and Place de Meir.

The scenery between Antwerp and Malines is rather pretty. The land is well cultivated, and there are several picturesque-looking old châteaux on both sides of the line.

The stations are

Vieux Dieu.—Contich.—[From Contich a line branches off to **Duffell.**

Turnhout.—For Time Tables, see page 65.]

MALINES to COLOGNE, *via* Louvain, Liege, and Verviers.

Malines, or Mechlin, (for description of which see page 274). This is the central station to which the Brussels, Antwerp, Ostend, and Cologne lines converge. Passengers from Antwerp or Ostend going to Cologne, change trains at this station.

The Guards will always promptly answer this question:—*Change t'on de convois ici pour Cologne? i. e.*, Do we change trains here for Cologne?

The country through which the tourist passes from Malines to Louvain is very picturesque and well cultivated; in fact, between Antwerp and Liége it is rather more interesting than is usual with the scenery of Flanders. Still, in England it would be considered flat. But what it wants in beauty is

made up in fertility. Every little patch of ground is cultivated with the most sedulous care, and the earth repays the toil bestowed upon it in plentiful crops. There is a remarkable resemblance between the general features of rural life here and those in England. The cottages in particular, are very pretty, clean, and rather picturesque.

[**Brussels.** See page 75.]

Louvain.—*Stat.*—HOTEL:—

This town is situated on the river Dyle, 27 miles from Brussels by the railroad, and 44 from Liége. The Town-hall is a splendid specimen of gothic architecture, and contains a fine gallery of paintings, the greater part by the first masters of the Flemish school. Travellers should also pay a visit to the Church of St. Peter, and its celebrated chapel of "Manteldom." The Church of St. Peter has several fine pictures; the one representing "Jesus giving the Keys to St. Peter," was taken by the French to Paris, and afterwards returned. The stalls in the choir of the Church St. Gertrude are considered remarkably beautiful. In the 14th century Louvain contained 140,000 inhabitants: now less than 30,000. The most important article of industry is beer, of which large quantities are annually exported. It also carries on considerable traffic in lace, corn, and hops.

Brussels may be reached either by Wavre or Malines.

CONVEYANCES.—For Railway, page 75.

The country from Louvain to Tirlemont is rather uninteresting in its general appearance, taking in one or two villages of no very great importance. The railroad from Louvain passes through a short tunnel, and then leaves the Abbey of Parc on the right. The Abbey is still inhabited by the monks, and is furnished with three fish ponds.

[At Louvain, the line branches off to

Wavre, the junction for
Manage and
Mons.—See page 287.
Ottignies.—See page 28
Fleurus and
Charleroi.—See page 28
For Time Tables, see pages 75 to 76.]

Tirlemont—8,500—*Stat.*—HOTEL.—LE PLAT D'ETAIN.—The chief city of a canton in the Louvain district and province of Brabant. The space within its walls south of the railway contains at present very few houses, but has very old gates. Among the chief objects of its attractions may be enumerated the old Church of St. Germain, built upon an eminence overhanging the town. It is an erection of the ninth century, containing an altar-piece by Wappes. The railroad, after leaving the station, looks down from an embankment on the town. On nearing Landen, it runs through the plain of Neirwelden, celebrated for two great battles fought there in 1693, when our countrymen, under the third William, were beaten by the French under Marshal Luxembourg; and in 1793, when the Austrians defeated the revolutionary army, and drove them from Belgium. The town itself is seated on the river Beck, 19 miles S.E. of Louvain.

CONVEYANCES.—For Railway, see page 66 & 67.

Landen.—700—*Stat.*—It is seated on the river Beck, 19 miles south-east of Louvain, and is remarkable as having been the birth-place of Pepin of Landen, the founder of the race of Charlemagne.

A branch railway from Landen leads to

St. Trond.—*Stat.*—9000—A very ancient city, called after St. Trudon, who built a monastery here. At Burstem, near this, a great battle was fought in 1417, between Charles the Bold and his rebellious subjects at Leige. In this war all the gates and ramparts were destroyed; the city is situated in the province of Leige, 15 miles W.N.W. of Maestricht.

Hasselt.

Maestricht.—HOTEL:—
DU LEVRIER.

This town is the capital of the Dutch portion of the province of Limburg, and has 2 ,000 inhabitants It is situated on the river Maas, and has one of the strongest fortresses in Europe. The most remarkable things to be seen at Maestricht are the Subterranean Quarries—under the Pietersberg Hill—which extend over a space of 13 miles. The walk through the largest caverns is considered attractive, and only occupies an hour. The view from the top of the Pietersberg is fine.

Steamers daily to Liege in 2½ hours.

For Railway Time Tables, see page 68.

Aix-la-Chapelle.—See page 325.

Warenme (*Stat.*) chief town of a district in the province of Liege, formerly capital of the Herbaic, and now containing 1,560 inhabitants. Its church, an ancient foundation, by the Ganthier, of the 12th century, is worth a visit.

CONVEYANCES.—For Railway, see pages 66 & 67.

Perk-e—900—*(Stat.)* is next met.

On approaching Liége the traveller should be particular in watching the ascent of the train, from the station at Ans to the stationary engine-house on the summit of the hill, and then prepare himself to behold, during the descent on the inclined plane, one of the most splendid panoramic views in the world, which will burst upon his sight with instantaneous grandeur. The whole city of Liége, with its cupola-domes, its innumerable manufactories, and its palace, extended over the valley, or plain—at the junction of the Meuse and Ourthe—is one of those sights never to be forgotten. The descent from the top of this hill is down an inclined plane to Liége, and the train is drawn down or up this line by means of a rope and two fixed engines of 80 horse power. There are some unusual engineering difficulties. The station is between 400 and 500 feet above the level of the Meuse. The gradient of descent is so steep, that the locomotive engines cannot be used; but the train is drawn by ropes up and down two inclined plains, each about two miles and a half long. The view you obtain from the height of the gradient of Liege and the valley of the Meuse, is one of a character not often seen on a railway, or indeed, anywhere else! Perhaps some part of the effect it produces on the spectator, may be attributable to the sudden change which here takes place from flat unteresting, or, at all events, commonplace scenery, to the unfamiliar beauties of hill and valley. But the scene would be grand and picturesque seen from and

point of view. Emerging from the "cuttings" of the railway, where the view is obstructed on either side, you come suddenly on Liege lying in a valley below, and embosomed in hills of more than common beauty. The town itself is, in many of its features, very similar to our large manufacturing towns with the advantage of much finer position. The smoke of the factories, rises above the mass the houses; but what would be destructive to all idea of the picturesque in any other position, becomes here almost an additional beauty, from the contrast it affords to the smiling verdure of the valley of the Meuse, and the fir-crowned hills around. The contrast presented by the view of Liege from the heights of the railway at Ans, is as striking as the scene itself is beautiful; and, as the train descends the inclined plane generally very slowly the traveller has a most favourable opportunity for viewing this magnificent panarama in all its thrilling details, until the train reaches the station at

Liege.—(German *Lüttich*).—*Stat.*—HOTELS:—

HOTEL DE BELLE VUE—a first-rate house, in a good situation, and well conducted.

HOTEL DE SUEDE, exceedingly good in every repect: Mr. Dalinier, Proprietor

The HOTEL DE L'EUROPE we can strongly recommend: landlord, Mr Henrard

HOTEL D'ANGLETERRE, an old established and very good house.

HOTEL DE L'UNIVERS, opposite the station, very good and clean, and moderate charges.

Omnibuses convey passengers to and from the Station for half a franc and a trifle for luggage.

Distance from Malines, 58½ miles.

The Liége terminus lies on the south bank of the Meuse, close to the Quai d'Avroy. The railway crosses the river by the bridge of Val St. Benoit. This thriving town is situated in the middle of a plain, girt by mountains, at the junction of the Meuse and Ourthe, 71¼ miles from Brussels, and 31¼ from Aix-la-Chapelle Population 100,000. Post-Office, Place St. Denis, near the Rue de la Regence. Excursions to Spa and the hot-springs are recommended. Liége, from its extensive iron works, has acquired the title of the Birmingham of Belgium. It presents many historical reminiscences and associations to interest the antiquarian many splendid churches to attract the curious; and an active, hardy, and industrious population, to amuse the observant man of commercial acquirements. Its history is connected with the celebrated bishops of Liége—the repeated conflicts between the citizens and their bishops—the bishops against their allies, the Dukes of Burgundy—and there is probably no better historical narrative of these events than that given by Scott in Quentin Durward; even the town and palace of Liége are so graphically described, that the details are correct even at the present day. The church of St. Jaques is remarkable for a similarity existing between the style of its architecture and that of the Bourse at Antwerp: both are distinguished by the piazzas, or pillars of Gothic Moorish art—each of different pattern—and each characterised by the same beautiful elegance of design and finish.

CONVEYANCES.—Railway to Verviers, Aix-la-Chapelle and Cologne, see page 66; to Tirlemont, Malines, and Brussels, see page 67; to Namur, see page 79; to St. Quentin, &c., see page 17. Steamers, see Alphabetical list, page 196.

Leaving Liége, the traveller proceeds on his route to Aix-la-Chapelle, and crosses the Meuse by a fine bridge of seven arches 469 feet long. There are nineteen tunnels on the Belgian part of the line alone. It follows close to the same course as the high road as far as Limbourg, crossing the Vesdre by seventeen bridges, and frequently piercing the rock. The Ourthe is crossed by a bridge of three arches at Chênee.

Pursuing his route onwards, by railway, from Liége to Verviers, the traveller will pass through the most picturesque portion of the line to Cologne. The beautiful railway bridge over the Meuse, undulating hills and valleys, rivulets and waterfalls, tunnels and aqueducts, the varying landscape, and the changing scenery, render this a panoramic view of more than usual beauty.

The scene is indeed most attractive and beautiful on both sides of the road. A perfect panorama of picturesque objects—hills, valleys, woodland and stream—greets the eye as the train shoots along. It affords a sort of foretaste of the beauties of the Rhine; and coming so immediately after the flat fertility of Belgium, this happy caprice of nature is only the more grateful. The general resemblance of the scenery in its chief characteristics, to what is seen in approaching the Highlands of Scotland, must have often struck travellers, more particularly those who pass by railway, and have, therefore, no chance of obtaining more than a *coup d'œil* of the rich field of beauties to their view. This part of the line must have presented frequent engineering obstacles, if we may judge from the numerous tunnels.

Chenee, a manufacturing place, situated at the junction of the Ourthe with the Vesdre. The railway passes the beautiful vale of the Vesdre, crossing the windings of the stream all the way to Limbourg. The scenery is interspersed with orchards, villas, gardens, and rich pasturage, at times varied by large manufactories, principally of cloth, all along to

Chaudefontaine (Warm Fountain). HOTEL.

A beautiful village, five miles distant from Liége on the Cologne railway. Delightfully situated in the valley of the Vesdre, it is much frequented by travellers on account of its picturesque promenades and warm mineral springs, as also from its proximity to Spa and Verviers. The season for taking the baths commences on the 1st of May, and travellers going to the Rhine, or returning from Germany, find it most refreshing to take a few hours' rest at this charming place, and in so doing they obviate the expenses incidental to the removal of luggage to and from the stations of larger towns.

Le Trooz.—A place of no importance.

Nessonvaux.

Pepinster.—Railway to Spa—distance about 7½ English miles. For fares, &c., see page 66.

Spa.—4000.—*Stat.*—HOTEL:—

This celebrated watering-place is situated in a romantic valley, about seventeen miles from Aix-la-Chapelle. The springs are all chalybeate, and a considerable trade is carried on in bottling the water for exportation. This town has enjoyed a perfect neutrality during some of the hottest wars, chiefly on account of its being a place of medical resort for invalids from all parts of the world. The waters are highly beneficial in liver complaints and agreeable. English Newspapers can be seen here.

The fountains of Spa are distinguished by the following names, viz.:—The Pouhon, situate in the centre of the town, is the most celebrated; the Geronstere is about two miles from Spa, in a charming spot in the middle of a wood; the Sauveniere and the Groosbeck are at about the same distance, in a wood containing most delightful walks. The Redoute of Spa is situate in the centre of the town; and during the season, which generally commences in June, is one of the most frequented establishments in Europe. The articles of Spa wood made here are most beautiful, and few ladies leave Spa without taking some of these with them. The Cascade of Coo, and the Grotto of Remouchamp, should be visited by every admirer of picturesque scenery.

The amusements at Spa are so arranged as to follow in uninterrupted succession. Theatre three times a week; Balls twice a week, and on the remaining days, Concerts. A band composed of 25 first-rate musicians plays twice a day either in the lively promenade, or in the Music Gallery of the Redoute. Steeple chases, flat races, hunting with a pack of capital working harriers, shooting, and fishing. Upwards of 500 saddle-horses, and numbers of elegant carriages, are let out for hire. Extra balls and fêtes, and fêtes-champêtres are given during the course of the season in three splendid establishments:—the Redoute, the Vauxhall, and Salle Levos, and in the magnificent garden of the Geronstere. The sparkling steel waters of Spa are the most renowned in Europe, and attract invalids from every part of the Continent and America. The Pepinster and Spa Railway is now open, see page 54.

PHYSICIAN.—Dr. Cutler, Author of Notes on Spa.

CHAPLAIN.—Rev. Jas. Carthen, M. A.

CONVEYANCES.—Railway from Brussels to Pepinster and Spa, see page 66.

The railway from Pepinster passes a valley containing large cloth manufactories, and handsome villas with neat gardens, until it arrives at

Ensival.—*Stat.*—A considerable place, possessing some important manufactories, and looked upon as a suburb of Verviers.

CONVEYANCES.—For Railway, see pages 66 & 67.

Verviers.—*Stat.*—23,000—HOTEL:—

HOTEL DU CHEMIN DE FER. This comfortable house is most conveniently situated, opposite the Railway station.

BUFFET OR REFRESHMENT ROOM.—In consequence of change of carriages that takes place here in going to Cologne, and the examination of the baggage on coming from Germany, there is ample time to take refreshments at this station, which it is desirable to do, as there is no other "Buffet" between Verviers and Malines.

Situated in the valley of the Vesdre, about sixteen miles from Liége, the seat of the cloth trade, and may justly be termed the Leeds of Belgium. It is rarely that a complaint is heard from Verviers of want of employment; the manufacturers, instead of distracting the government with demands which it cannot satisfy, quietly pursue their vocation, and study to improve their productions: many of them are very wealthy. Coarse woollen cloths are principally manufactured. The town contains nothing remarkable, but the site is extremely picturesque. The railway station is very convenient for the examination of the luggage and passports by the Belgian authorities, which takes place here, in returning from Germany.

Here travellers entering Belgium from Prussia have their luggage subjected to a long and tedious examination. Carriages are also changed here, both in going and returning.

CONVEYANCES.—Railway trains to Aix-la-Chapelle and Cologne, page 66.—To Liége, Tirlemont, Louvain, Malines, and Brussels, page 67.

To obviate delay at Herbesthal, passengers going to Prussia by express trains are required to deliver up their passports before leaving Verviers, and reclaim them on arrival of the train at Aix-la-Chapelle where the luggage for *that* city only is examined; that for Cologne undergoes this formality on arrival. By ordinary trains the passports are taken at Herbesthal, and returned at Aix-la-Chapelle.

Herbesthal.—*Stat.*—A short distance from this station the railway is carried over a bridge of seventeen arches 120 feet high in the centre over the valley of the Gule, passing through two tunnels, the second of which is 2,220 feet long, pierced through a sand hill. It finally terminates at Aix-la-Chapelle, down an inclined plane, up which carriages are drawn by a stationery engine in coming from Aix-la-Chapelle.

At Herbesthal the station, previous to arriving at Aix-la-Chapelle from Ostend, the luggage and passports are taken away by the Prussian authorities. The *passport* must be reclaimed at the station at *Aix*, where the luggage, for *that* city only, is also searched; but the luggage for *Cologne* is searched on arriving *there*.

PRUSSIA.

Aix-la-Chapelle, see page 325.

From Aix the traveller proceeds per rail to Cologne, a distance of 43¼ English miles, and to Dusseldorf direct. Close by the side of the line is the Castle of Frankenburg. Charlemagne is reported to have founded a Castle on this spot, in which dwelt, and his Queen Fastrado died there.

Nirem.—This village is seen just previous to entering the cutting leading to the Nirem Tunnel, 327 yards long, which carries the railway through the basin of hills which surrounds Aix. Passing through the beautiful wood of Reichswald

Stolberg.—Hotels:—Hissels and Wetters.—The town, a manufacturing one, with about 3000 inhabitants, is built about three miles south of the station, up a valley studded with mills, forges, &c. The town is surmounted by a picturesque old castle. Coals, Zinc, Iron, and Glass.

Eschweiler—*Stat.*—An industrious little town of 3,600 inhabitants, built on the Jude, and having silk, iron and wire manufactories, and also an old picturesque castle close to the line. The old Castle of Nothberg is next passed; it is flanked with four towers.

Langerwehe.—*Stat.*—Beyond this, through the Vale of the Wehe, a viaduct of seven arches conveys the railway, which, after emerging from the cutting, passes close by the village and castle of Merode, and again pursues its course through the village of Dhorn—crossing the Roer immediately after by a bridge of six arches, we enter the station of

Duren—Hotels Essens and Post.—*Stat.*—a town of 8000 inhabitants. It is no way remarkable. From here a pleasant excursion may be made up the Valley of the Ruhr to the beautiful village Niedeggen, eight miles south of Duren, built on a hill, on which are the ruins of a castle, where Engelbert, Archbishop of Cologne, was imprisoned in the thirteenth century—the railway passes over a cutting between the Meuse and Rhine, terminating a little way short of

Buir, whence it proceeds by a high embankment, over the lowlands of the Valley of the Erft; crossing that river by three bridges before reaching

Horrem, beyond whose village is the fine old Castle of Frenz. Passing from the Erft into the Valley of the Rhine, through Königsdorf Tunnel, a mile long, carried through a hill of sand 136 feet below the summit, we arrive at

Konigsdorf; from here we proceed to

Mugernsdorf, crossing the road from Cologne to Julich. Here a very fine view can be had of Cologne, with its myriad towers and steeples, rising far above which is the octagon of St. Gereon, with its detached forts and half-buried towers surrounded with trees. Hence we reach the

Cologne Terminus—For description of Cologne see page 298.

ROUTE 4.

Aix-la-Chapelle to Dusseldorf and Ruhrort; by Rail, see page 85 for Tables.

Aix-la-Chapelle.—For description of, see page 325.

Erkelenz.—2300.

About 10 miles N. W. of Juliers, on the Roer.

Gladbach.—6000.

On the Nera, about 18 miles N. of Juliers. It has a Benedictine Abbey; and considerable manufactures of fine strong linen are carried on. This is the junction where the Railway branches off to Ruhrort.

Neuss.—8200.—Hotel Romischer Kaiser.

This place used formerly to be quite close to the Rhine, but since the fourteenth century, owing to the altered course of the stream, it has been removed from it about a mile and a half.

Numerous excavations of Roman antiquities have been made here; and this is supposed to be the Novesium of the Romans. Here Drusus, who built the town, threw a bridge over the Rhine. Neuss has sustained some remarkable sieges, which are mentioned in history. Among its edifices the old church of St. Quirinus, a fine Gothic building, erected in 1209, is well worthy examination, its dome having some early paintings in Fresco by Cornelius.

Near Neuss, is the ancient abbey of Eberach, the church of which, built in the thirteenth century, was remarkable for its monuments. On the decease of the Princes and Bishops of Wurzburg, their hearts were deposited in it. Also, near here is the ancient castle of the family of *Dyck.*

Dusseldorf, for description of, see page 298.

Crefeld.—25,000.—Hotel:—Oberheims.

This is a flourishing town, with fine wide streets of nicely-built houses, about 5 miles from the Rhine, between Dusseldorf and Cleves. Here, there are considerable manufactures of velvet, silk, cotton, wool, linen and other articles, beside dye-works. The produce of the looms amounts annually to about 4,000,000 dollars. During the seven years' war, an important conflict took place hereabout. In the neighbourhood are the charming villages of Tennenthal, Crebau, Freiheit, and Ruine.

For Rail to Neuss and Cologne, see page 89.

Uerdingen.—2800.

Close to the left bank of the Rhine, surrounded by poplars. Near this place, at Eichelskamp, the French Revolutionary army under Lefebre, numbering about 25,000, first crossed the Rhine in 1795, and turned the Austrian position.

Ruhrort.—2500.—Hotel: Villes de Cleves.

Situated at the confluence of the Ruhr (Roer), with the Rhine. It possesses many large ship-building docks, and has an immense coal-trade with Holland, the coal being derived from the large beds of that mineral on the banks of the Roer. This is the best harbour on the Lower Rhine, and does a large carrying trade, besides those in corn, timber, and wool. To *Luftballon*, a public pleasure garden about a mile distant, an agreeable walk may be taken; and the ironworks at Sterkerade-cam Oberhausen, are worth visiting. At Ruhrort is an Hydraulic Establishment, consisting of two towers, each 120 feet high, one on each side of the Rhine, at Homberg and Ruhrort, each of which contains an engine. These machines, combining the forces of steam and water, have a platform with rails, and by means of which two large waggons, loaded with goods, can be raised and lowered according to the difference of the height of the water and the rails of the railway, which terminate in the towers. The correspondence between the two banks, and the stations of Homberg and Ruhrort, is made by a large steamer, having rails on deck carrying twelve carriages, and in this manner the passengers are conveyed in the railway carriages without changing their seats, from one bank to the other

ROUTE 5.

Brussels to Paris.

Terminus at Brussels on the south side of the town, between the Rue d'Anderlecht and Rue de Terre Neuve. There are many cuttings on the line.

On leaving the Station, we cross the Boulevard, getting a view of the Port de Hal on the left, and traversing the river Senne near Forest. On quitting this latter place we see the Senne again, and for some moments behold highly cultivated fields, and immediately arrive at

Ruysbroeck.—See page 274.

Between Ruysbruck and Hal stations the railway runs side by side with the Canal de Charleroi.

Loth.—See page 274.

Hal.—See page 274.

Lembecq.—See page 274.

Tubise.—See page 274.

Braine-le-Comte.—See page 274.

At Braine-le-Comte, a branch line diverges to Charleroi and Namur, 49 miles.

Soignies.—See page 274.

Jurbise.—See page 274.

At Jurbise the line branches off to Ath and Tournay.

Mons (Bergen in German). — 30,000 — HOTEL:—

THE HOTEL DU SINGE D'OR is a house of humble pretensions, but very good, and exceedingly quiet.

This important town is divided into two sections by the river Trouille. It is surrounded by an earth-work and ditch, and was considerably strengthened in 1820. The Hotel de Ville is a fine old structure, richly ornamented with sculpture; and the old church of St. Elizabeth is said to have been erected on the site of a fortress erected by Julius Cæsar. It has suffered considerably at times from the ravages of war. The chief manufactures are woollen stuffs, linen, lace, and earthenware. The surrounding district abounds with coal-mines. There are also in the neighbourhood extensive bleaching grounds. The principal building is the Church of St. Waudru, built in the Gothic style, commenced in 1460, but not finished until 1580. It stands on the left hand side as we enter Mons from the railway. The interior of the church is well worth a visit; its rude piers without capitals, network of ribs, and high altar decorated with bas-reliefs from the New Testament, and cut by an Italian artist, commands attention.

Mons has a communication with the Scheldt by the Canal de Condé; and also, by railway, with Jurbise, Ath, Tournai, Lille, and Calais.

CONVEYANCES.—Railway to Valenciennes, Douai, Lille, Dunkirk, and Calais, see pages 64, 12, and 14. To Valenciennes, Arras, Amiens, and Paris, see pages 12 and 15.

At Mons a branch railway ensures a direct communication to Paris, Charleroi, Namur, and Cologne. This route avoids the detour to Braine-le-Comte. On leaving Mons, the Railway passes the Stations of Cuesmes, Frameries, Quevy (the Belgian Custom-house), Feignies (the French Custom-house), after which it reaches—

Maubeuge, and here joins the Northern of France line.

St. Quentin, see page 268.

Creil, see page 252.

Paris, see page 259.

The traveller may also proceed from Mons to Paris by way of

Jemmappes.—This village is only remarkable for the defeat of the Austrians by the French, under General Dumouriez, and the Duke de Chartres, afterwards Louis Philippe. As we approach St. Ghislain to the left are seen the magnificent establishments of Hornu, after which we arrive at

St. Ghislain.—The country about here has a great resemblance to the neighbourhood of Manchester and Bolton, the roads being black with coal dust and studded with cottages. From this Station there is nothing remarkable to be seen until we reach

Bousu.—Thulin.

Quievrain.—A town containing 2000 inhabitants, carrying on an active commerce with France. It does not absolutely contain any thing worth notice. This is the frontier station of the Southern Line, and the point of junction with the Great Northern of France Railway. At Quievrain is the Belgian custom-house, where the examination of the Passport and Luggage take place on entering Belgium; and one half mile further, the small river Annelle marks the boundary of France. The neighbourhood abounds in coal and other minerals.

Blanc Misseron (France) is next met with, after which we enter

Valenciennes.—See page 269.

The delay during the examination of luggage, which takes place at Valenciennes, is considerable.

The next station of importance met with is Douai after passing St. Raismes, St. Vallars, Louvain, and Martigny, all places of small note, and not requiring a special notice at our hands; we arrive at

Douai.—See page 252.

Meeting **St. Vitry** and **Roux** we reach **Arras**, which is described at page 245.

We meet **Amiens** next, for description of which see page 244.

From this place the traveller is carried on, passing **Clermont, Creil,** and **St. Denis,** and immediately after enters

Paris, described at page 259].

ROUTE 6.

BRUSSELS TO PARIS.

BY CHARLEROI, ERQUELINNES, AND CREIL. GREAT LUXEMBOURG STATION, QUARTIER LEOPOLD.

Brussels. See page 275.

Distance, 215 miles. Fares, 36fr. 80c. 1st class 27fr. 30c., 2nd class. See time table, page 61.

This route is considerably shorter and cheaper than that by Mons and Valenciennes. On leaving Brussels the train passes through several cuttings, on emerging from which it arrives at

Boitsfort is the first station on the Luxembourg line, and is three miles from Brussels. The village lies in a valley on the border of the forest of

Boignies. It is the great resort of pleasure parties, as it contains several excellent restaurants and gardens, where refreshments, good dinners, and delicious fish may be obtained at reasonable prices. There are some large sheets of water, well stocked with fish, strictly preserved. Angling is permitted, by consent of the proprietor, on application to Mr. Depage, Restaurant de la Belle Vue. The walks around the village are very beautiful.

Groenendael, six miles from Brussels, is situated in the heart of the forest. Near the station may be seen the ruined foundations of a Priory, which once existed here, and which must have been a large pile of building. The village of Hoyelaert, which is close by, is very picturesque. Mr. Deman d'Attenrode is building a country house in the style of the "Moyen age," which will have a very imposing effect, as seen from the road. Omnibus to and from Waterloo.

La Hulpe is nine miles from Brussels, and is a village of some importance. It was once a provincial town. From the station there is a fine view over an extensive sheet of water towards the country-seat of the Marquis d'Bethune, which is a remarkably fine house, with extensive grounds. There is a paper mill in the village, which gives employment to a great many hands. From the high ground above the station may be seen on a clear day, the monumental lion on the field of Waterloo.

Rixensart is 11 miles from Brussels, and is a pretty little village, closed in by a wooded country. The Count de Merode has a chateau in the village, and is the chief landed proprietor of the neighbourhood.

Ottignies is 15 miles from Brussels, and forms the junction of the Charleroi and Louvain and the Manage and Wavre lines with that of the Luxembourg. It is one common station for the three companies. There is a considerable movement here, owing to the change of trains by passengers and the goods traffic passing from one line to another. It is intended shortly to erect more commodious waiting-rooms, &c. There are several gentlemen's seats in this neighbourhood, which are seen from the different lines.

La Roche.

Court St. Etienne.—

On leaving this station the traveller should remember that he is approaching one of the most singular and beautiful views in Europe, viz.—the ruins of the Abbey le Villers at

Villers la Ville.—*Stat.*—

The line passes through the garden of the abbey, and generally so rapidly, that only a glimpse can be obtained of these magnificent ruins. The Tourist should therefore make an excursion expressly to visit them from Brussels, or alight at this station and take a subsequent train on to Paris; but the former course is the most pleasant. Arrangements have been made by which tourists can leave Brussels every day at 9.5 in the morning, and return to Brussels at 4.30 in the afternoon, in time for the table d'hotes; thus, spending a most delightful day at the Abbey. The Abbey de Villers is one of the most splendid, romantic, and picturesque pile of ruins in Europe. Situated in a beautiful valley, in the centre of an ancient forest, the ruins cover an immense area of enclosed grounds, as extensive as some towns; and the remains attest not only the importance of this celebrated monastery, but its former splendour and palatial grandeur.

The best view of the ruins is from the terrace gardens beyond the railway; but it is impossible to say which excites the most admiration, the view from the heights around, or a walk through the ruins. No one can behold the refectory, the cloisters, the crypts, the breviary, and last the magnificent ruins of the beautiful church, without feelings of awe and wonder. It is a scene of surpassing beauty, particularly in the effulgence of the noon day or setting sun. Amid these ruins the silence is so profound that it impresses the visitor with an indescribable awe. But, in the words of Sir Walter Scott—addressed to the ruins of Melrose—we would also add:—

"If thou would'st view fair Villers aright,
Go visit it by the pale moonlight;
For the gay beams of lightsome day
Gild, but to flout, the ruins grey.
When the broken arches are black in night;
And each shafted oriel glimmers white;
When the cold lights' uncertain shower
Streams on the ruin'd central tower;
When buttress and buttress, alternately
Seem framed of ebon and ivory.
* * * * * *
Then go—but *not* alone the while,
Then view La Villers' ruined pile;
And, home returning, soothly swear
Was never scene so sad and fair."

The Abbey de Villers was first pillaged, and then set fire to by a party of French Republican soldiers in 1789. The ruins were then sold to a person of the name of La Terrace for 70,000fr., who continued the work of destruction, and left the present ruins, which, with the adjacent land, is now the property of Madame Huart d'Enghien.

Tilly, Marbais, Ligny, Fleurus, Ransart and Lodelinsart are passed, and the next Station of importance is

Charleroi.—5,000—HOTEL:

HOTEL DOURIN.—Hotel and Restaurant close to the Railway stations, clean and comfortable; breakfast, dinners, &c., at the shortest notice.

Is of little consequence, the fortifications having prevented its becoming what it otherwise would have been—one of the most flourishing towns on the Continent; but the surrounding neighbourhood has a population of 80,000, and presents a scene of extraordinary activity. The Charleroi coal-field is the most extensive in Belgium, giving employment to 10,000 miners, and yielding annually 3,000,000 tons of coal; the glass trade is also carried on to a very great extent, and those numerous and extensive iron works, which derive their supplies of iron ore from the Sambre and Meuse district,—one of the most picturesque and interesting countries in Belgium, but, with the exception of a few eminent geologists, totally unknown to travellers. This district affords employment to 6000 persons in making nails. It extends about 40 miles south of Charleroi to the French Ardennes.

CONVEYANCES.—Railway to Namur, Liege, Braine-le-Comte, and Brussels, see Time Table, pp. 65 and 78. To Couvin and Vireux, page 77. To St. Quentin, &c., page 16. To Erquelinnes, page 79.

At two leagues' distance from Charleroi, in the picturesque valley of the Sambre, are the ruins of the Abbaye d'Alne, the most ancient monastery perhaps in Europe, built in the year 656.

From Charleroi to the French frontier the line proceeds through a remarkably fine and even picturesque scenery to **Erquelinnes**, the first station in France, where the baggage and passports are examined. The line then traverses a most uninteresting, interminable, flat, and arid plain passing St. Quentin and Creil.—at both of which places there are refreshment rooms, and thence to Paris.

From Erquelinnes there is a branch line to

Binche and

Baume. For Time Tables, see page 76.

BRUSSELS TO COLOGNE BY NAMUR, LIEGE, AND VERVIERS.

See Time Table, page 73.

Great Luxemburg Railway Station, Quartier Leopold.

The scenery by this Route is exceedingly fine, particularly between Namur and Liege.

Brussels. See page 275.

BOITSFORT.
GROENENDAEL.
LA HULPE.
OTTIGNIES.
} For description, see p. 288.

Mont St. Guibert is a picturesque village. There are the remains of an old castle which will be seen from the railway. From Brussels to this point the country is chiefly a sand formation, as may be seen by the deep cuttings which are passed. The undulations are continuous to Namur, which is an agreeable change after passing over the low country from the coast.

Gembloux is a small town, the trade of which is cutlery. Very little of the town is seen from the railway, as it lies in a hollow. Between the town and the station may be observed a large pile of brick building, This was formerly a Benedictine College, but in 1789 the monks were dispersed, the property was seized and sold.

St. Denis Bovesse, 23 miles from Brussels. Before reaching this station, the highest altitude between Brussels and Namur is passed, being 192 metres above the sea, or about 640 feet English. Very rich iron ore is found in this neighbourhood, which has made this rather insignificant station important for its traffic.

Rhisnes.

The last station before reaching Namur. The train passes through several deep cuttings in rock, giving occasional peeps of very lovely country. After passing the last cutting, the line is carried over a long bank, below which lie the State railway and the river Sambre; the valley of the Sambre, thus presented to view, showing one of the richest scenes in Europe. The formidable citadel overhanging the valley on the one side, with the richly wooded hills surrounding it on the other, together with its surface so highly cultivated, is most interesting to view.

Namur.—HOTELS:—

HOTEL D'HABSCAMP, highly recommended, landlord, Mr. Hoogen.

HOTEL BELLE VUE, an excellent house, deservedly recommended. Mr. Froelich, proprietor.

HOTEL DE HOLLANDE, a very comfortable good house.

The capital of the province of Namur, at the conflux of the Sambre and the Meuse, a well-built city, with wide and clean streets. It contains a population of 25,000, who are chiefly employed in the cutlery business. It is defended by a citadel, built on the summit of a craggy rock. The cathedral and the church of the Jesuits are both worthy attention: the former is a fine specimen of modern the latter of ancient architecture. Here are extensive manufactures of fire-arms, swords, knives, scissors, and other articles of iron, copper, and brass. Quantities of leather, paper, thread, and tobacco are also prepared here. Namur has often changed masters, and is noted for the many sieges which it has sustained. It is the strongest fortress in Belgium.

The Great Luxembourg Railway is now opened to Ciney, Rochfort, and Grupont (St. Hubert), and Arlon. The whole of the province of Luxembourg is extremely beautiful and picturesque, and may be visited with facility. Amongst many interesting objects are the Caves of Han. These grottoes are much frequented by tourists. There is a regular communication by steamers on the Meuse to Dinant, which leave Namur 2 or 3 times a day, see page 202. From Dinant to Namur see page 183. Public and private conveyances can be obtained at Rochfort and St. Hubert, for making the tour of the Ardennes. On arriving at Arlon, tourists can proceed towards the highly-interesting town of Luxembourg, and thence to Treves, Coblentz, Metz, Mayence, Frankfort, Strasbourg, and so on to Switzerland and Germany.

CONVEYANCES.—Railway direct to Brussels.—Great Luxembourg, see pages 73. Railway to Charleroi, Braine-le-Comte, and Brussels, &c., page 65. Steamers to Dinant and Liege, see page 202.

Proceeding from Namur to Liege, the first station is

MARCHE-LES-DAMES.—The scenery in the vicinity of this station is of a bold and singularly romantic description.

HUY.—10,000—HOTEL:—POSTE, at the water side.

This is the most flourishing and remarkable town between Namur and Liege. The fort may be distinguished in the distance shortly after leaving Bas-Oha; but a sharp bend of the river prevents the town from being seen, till the Statte tunnel has been passed, and the station entered. The fort and church are very striking; the latter possesses a fine oriel window and carved gate-way. A day's stay at this town will be amply repaid; and an excursion up the valley of the Hoyoux as far as Modave is strongly recommended. The trout fishing in the neighbourhood is excellent.

ENGIS.—There are many châteaus in the neighbourhood: the first, called the Château d'Aigre-

mont, was the residence of the celebrated William de la Marcke, the "Wild Boar of the Ardennes;" the second, called the Château de Chokier, is situated on the summit of a wild and rugged rock.

Flémalle.—At this station the line crosses the Meuse, and proceeds towards Liege on the other side of the river to that which it has followed since leaving Namur. Travellers desirous of continuing direct towards Germany must change carriages; but those who make a stay at Liege should continue on the main line, as the Company's station at Liege is much more central and nearer to the town than that of Government.

Seraing.—This village is celebrated as being the centre of numerous manufactories, smelting furnaces, rolling mills, and collieries. The chief establishment is that originally founded by an Englishman, John Cockerill, which employs alone 5000 men, and is of an extent probably unsurpassed even in England, Scotland, or Wales. It may be seen immediately on the left of the station.

Ougrée.—Here, also, rolling mills, furnaces, and collieries are the prevailing characteristics. After passing Ougrée the line runs along the side of a picturesque hill, and, on nearing Liege, crosses the Government line from Liege to Cologne, with which it has junction curves in the four directions. A mile and a half beyond this point the train arrives at the Longdoz station, **Liege.**

The branch line which leaves at Flémalle runs through a populous and thriving district, on the left bank of the Meuse, possessing many establishments and collieries. The two stations are those of Jemappe and Tilleur. The branch terminates at the Guillemins station, which is conjointly worked by the Government and Company, and where trains must be changed by those passengers going through to Verviers, Aix-la Chapelle, and Cologne, in the one direction, or to Brussels, Antwerp, and Ostend in the other.

For description of Route from Liege to Cologne, see page 284.

ROUTE 7.

New Route from Brussels to the Rhine, Switzerland, or the Baths of Germany, by Great Luxemburg Railway to Namur and Arlon, thence by Luxemburg to Treves and the Moselle, &c.

From Brussels Station, Quartier Leopold, via Boitsfort, Groenendal, &c., as in preceding routes to Namur, described page 287.

Excursions from Namur up the Meuse by steamer Dinant.

Dinant.—6000—Hotels:—

A romantically-situated town on the banks of the Meuse, rich in historical recollections, was the scene of one of the bad acts of Philip the Good, who entirely destroyed the town, under circumstances of great cruelty. Some highly interesting natural curiosities may be visited in the neighbourhood; La Petite Suisse, the Grotto of Hans, the Chateau of King Leopold, the Roche à Bayard, &c.; the view from the Citadel is very fine. From the Grotto of Hans, the tourist can proceed to St, Hubert, in the forest, about six or seven hours walk.

From Namur the train proceeds over the Meuse by a fine bridge, and thence on to Ciney, whence there is an omnibus for Dinant. At the Jemelle station passengers alight for Rochefort, or the Grotto of Han, to which they are conveyed by omnibus.

Rochefort.—Hotel:

Hotel de Londres—A very good hotel for families and gentlemen.

This is a fine old picturesque town, surrounded by walls and surmounted by a ruined castle, where Lafayette was made prisoner by the Austrians, 1792.

Rochefort is in the heart of the Ardennes, and is capital head-quarters for tourists, sportsmen, and anglers. Excursions may be made in all directions, and the country abounds in game, and the rivers teem with fish; living, also, is very reasonable.

Excursions to the Grotto du Han, which is situated on the property of Mr. Lejeune, who allows access to it on payment of four francs each person. Accompanied by a guide, whose services are indispensable, it can be penetrated for a distance of one and a half mile, and is well worth a visit. From Rochefort the railway proceeds through the valley of the Homme, and makes a circuit round the fine old castle of Mlewart, thence to Poix station, four and a half miles from the Abbey of St. Hubert, which no lover of the chace ever omits to visit.

St. Hubert.—Inn.—Hotel des Pays Bas.

A miserable town in the midst of the forest of St. Hubert. The Abbey is a Gothic building elaborately adorned and ornamented inside. Its founder, St. Hubert, the patron of sportsmen, was so fond of the chace as to hunt on Sundays, but was induced to abandon his pleasures and devoted himself to the service of the Church.

Arlon.—*Stat*—4,000. Hotel.

Hotel du Nord, clean and good accommodation.

This is a neat town, and carries on a considerable trade in corn, woollen stuffs, leather, iron, &c.

The diligence leaves Arlon for Luxemburg immediately after the arrival of the 4 p.m. train, and performs the journey in two and a half hours.

Luxemburg.—12,000.—Hotel de Cologne.

A strong fortress, and capital of the duchy. It has sustained several severe sieges. Its citadel is considered the strongest in Europe after Gibraltar; The fortifications, cut out of the solid rock, will contain several thousand men. The town is divided by the river Else into two parts, called the upper and lower; the former is built on a rock, and the latter forms two valleys. See the Church of St. Nicholas, the bridge over the valley, and the ruins of the palace.

CONVEYANCES.—Railway to Namur, Liege, Brussels, &c. Diligence to Thionville, hence by railway to Metz and Frankfort, or Metz to Strasbourg.

Diligence every morning from Luxemburg in 6 hours, through a most picturesque country, and at times along the banks of the Moselle to Treves.

Steamers down the Moselle to Coblentz, touching at Berncastle or Trabach, in 12 hours; and starting from Treves at 5 A.M.

The voyage up or down the Moselle is a most pleasant and interesting excursion, and several days may be very agreeably spent in excursions from the different towns on its banks.

This will be found a most pleasant route to travellers visiting the Rhine, who have hitherto gone via Cologne.

The banks of the Moselle are very beautiful; they are often bordered by undulating hills, covered not only by vines, but with rich wood; alternating with picturesque villages, projecting promontories, innumerable villages and towns, with ruins of castles, watch towers, and Gothic church steeples, enliven the landscape.

The scenery begins to improve in beauty at the village of Mulheim.

Berncastle.—HOTELS:—DREI KONIGE.

A dirty town, but in a picturesque position.

The walk over the hills to Trabach affords fine views, through the centre of the vine district of the Moselle.

Trabach.—1,300.

This town is also most picturesquely situated in one of the valleys leading to the river, and the scenery between this and Cubern is exceedingly interesting.

Traben—HOTEL: HOTELS CLAUS.

Fine view from Fort Montroyal.

Travellers should land at opposite Punderich, and walk to Marienburg, the view from which is much admired as a beautiful panorama.

There is a small inn within the ruins of Marienburgh, where one may breakfast or dine.

Zell.—KOCHS' INN.—A small town opposite Marienberg.

Alf.—INN; POST.—A village prettily situated at the mouth of the valley of Issbach. Just below this there is a remarkable echo.

Cochem.—2500 inhabitants;—HOTEL:—DE L'UNION.

Kaiser.—The view of this town from the river is very picturesque, with its two castles on the summits of the surrounding hills.

Carden.—BRAUERS' INN.—A pretty village in one of the sweetest spots on the Moselle.

Brodenback, near the mouth of the Ehrenbach, situate in a lovely valley, closed up in front by a rocky hill, on the summit of which is the Castle of Ehrenberg, one of the finest monuments of the Rhine or Moselle.

Cobern, a little town, defended by two castles —the Neiderburg and Oberburg—the former containing the Chapel of St. Matthias—an elegant gothic structure which deserves to be visited. The keys are with the pastor of the new church.

Diebelich.—A pretty spot, said to be famous for witches who haunt the neighbourhood.

Guls.—A small town, conspicuous by its modern twin spires.

Moselweiss.—A small village of great antiquity.

Coblentz.—See page 303.

HOLLAND.

The following description of the route to the Rhine, from London to Rotterdam, and through Holland, is from so impartial a source, that we are persuaded our readers will peruse it with pleasure. It is written by the Foreign correspondent of the Literary Gazette, and dated from Neuwied on the Rhine:—"Whilst strolling in the grounds of Prince Maximilian in this delightful spot, immortalised by Turner's charming drawing in the possession of Mr. Windus, it has occurred to me to recommend the tourist to try, for variety's sake, the route hither *viz* Holland. It is true that four-and-twenty hours' steaming on the 'majestic Rhine,' before a glimpse of scenery comparable to the Thames presents itself, is enough to deter the seeker of pleasant vales and vine-clad mountains, to say nothing of twenty hours' tumbling and tossing in the Channel; but the Dutch are a peculiar people—quaint, cleanly, and antiquated, and a few days' sojourn in their curious pile-built towns and bedyked country is a thing to interest. The whole extent of land between Rotterdam and Amsterdam is a watery meadow, devoted to the pasture of oxen, which are exported almost daily in vessels trading to London, Hull, and Newcastle, yet it is studded at intervals with towns of great contrasting interest. Rotterdam, with its broad canals overhanging drawbridges, and picturesque shipping, looking as clean-painted and as shining as if the planks from deck to keel were scrubbed with soap and water every morning, reminds one of London such as we see it represented in pictures a hundred years ago. The large-gabled red-brick houses, with their long windows and antiquated doors, ornamented externally with festoons of many-patterned chains from post to post, we have often seen in Hogarth's street pictures; and the hackney coaches are still swung and hoised after the lumbering model of my Lord Mayor's gold coach. In the market square is a fine statue of the great Rotterdam scholar, favourite of our Henry VIII., and subsequent teacher of Greek at Cambridge—Erasmus. Passing to the railway, of which the station is a particularly light and elegant structure, the traveller leaves at a good comfortable pace to the sound of the horn. The Train has a guard at each end, dressed, Robin Hood-like, with a neat bugle and tassels, and an echo from one to the other is the signal for starting. The first station, Schiedam, may be known by the innumerable windmills in its vicinity, used by the Hollands distilleries; and the second, Delft, is well known for its manufacture of a peculiar rough kind of crockery. The train next stops at the seat of Dutch aristocracy, the Hague, and here the tourist should alight to see the King's Palace and Park, and House in the Wood, while the Table d'hôtes will give a fair idea of the grandeur and antiquity of Dutch cookery. The picture-gallery contains some choice examples of the Flemish school. Here may be seen the finest gems of Mieris and Gerard Douw, Paul Potter's *chef d'œuvre*, 'The Bull,' and Savery's 'Orpheus Charming the Beasts,' in which Professor Owen discovered one of the most valuable links in the chain of pictorial evidence of the existence of the Dodo. Holland has, however, lost several fine pictures during the last few years; we missed the fine Rembrandts and the Raffaelle drawings that formerly enriched the palace of the Prince of Orange; and the choice collection of M. Verstolk van Soelen, sold in London a year or two since, has not been replaced by any other. Leyden, the next town of importance on the line, has a totally different aspect, being an academic city, with a valuable natural history museum. The eminent ornithologist, Temminck, still presides here, and many specimens of birds, shells, etc., from islands in the East, with which the Dutch have almost an exclusive intercourse, attract the eye of foreigners. The Dutch are not, however, the naturalists they were in the time of old Rumphius of Amboyna. They have worked up the Greenland and Spitzbergen fauna pretty well, but have left the tropics to other hands. Haarlem, a few miles farther north, is chiefly noticeable for its park and bulb gardens. The great sandhills, which formerly marked the limits of the Zuyder Zee, afford rare soil for such plants as tulips, hyacinths, and the like, and several gardeners of eminence have come to be established in this locality. On entering Amsterdam the tourist is struck at once by the busy quaintness and bustle of the people, the strange irregularity of the buildings, and the lively marketing that is going on every where. Most of the better class of the peasantry still preserve the fashion of wearing metal skull shields of tin or brass beneath the clean lace caps turning out on either side of the face in a large square ornament nearly as large and not much unlike a curtain-band. Passing the marbled Stadt-House we were amused at hearing the old clock playing on its numerous bells Papageno's well-known bell-song in Mozart's *Zauberflote*. Those who would avoid much of the flat scenery of the Rhine, may at this point take the Dutch Rhenish Railway to Cologne, and here the glories of the 'exulting and abounding river' begin."

HOLLAND is situated along the south-eastern coast of the North Sea, and extends in its greatest length, from N.E. to S.W., about 190 English miles. Its greatest breadth, from E. to W., is about 123 English miles. The superficial area is 7,614,252 English acres, or 11,897 English square miles. The ancient accounts of Holland represent it as an extended swamp, alternately covered with and abandoned by the waters of the ocean. Holland has had a severe contest with the ocean, which has ended as a great, almost omnipotent, triumph for human industry, and in the country being brought into a high state of cultivation and comparative safety. The canals are very numerous, and of the greatest utility in facilitating the internal trade. They are lined with trees, which tend greatly to beautify the country, in itself so flat that to those approaching it along the rivers, and some part of the coast, the trees and spires seem to rise out of the water. Along the coast of the North Sea there is a line of broad sand-hills and downs, in some parts so very high as to shut out the view of the sea even from the tops of the spires. In some parts of Zealand and of North Holland, the defensive war against the encroach-

ments of the sea is kept up with great difficulty and at an immense expense. The province of Friesland, which has no sandhills, is protected against the sea by dykes and palisadoes. The industry of the people has multiplied cattle and pasture-grounds. Vast meadows, dazzling with the richest verdure are, during eight months of the year, covered with cattle, whose high condition attests an abundant and wholesome nutriment. In the North, wheat, flax, and madder are raised; and in the South, where agriculture has made the greatest progress, tobacco and different kinds of fruit-trees cover the fields.

The Dutch possess an excellent system of elementary education, regulated according to a law passed in 1857, and is based on a system of religious equality, and a total separation of Church and State. This law is most complete in all its details and provisions, which ensure that *every* child in the country shall receive an education in the simple branches of secular knowledge. The law does not compel parents to send their children to school, but refuses *all* relief from the public funds unless they do so; and the result is, there are *none* without education.

The **Government** is a Constitutional Monarchy. The King sharing the legislative power with the two Chambers of the States-general. The *first* is chosen by the Provincial States, and consists of 39 members who sit during nine years. The *second* Chamber consists of 68 members, sitting 4 years, and are chosen by those who pay a certain sum in the taxes, varying for the different towns and provinces. The chief legislative power resides in the *second* Chamber, which contains the most eminent political men in the country. There is religious toleration, though the prevailing religion is Protestantism. Each of the 11 Provinces has its own Governor, or "King's Commissioner," and its Provincial States, with whom resides the legislative power, chosen by the electors. Each Province is sub-divided into arrondisments and cantons, which form judicial circuits. The Colonial Government is vested principally in the Crown, the "States" having a right of inquiry.

Productive Industry.—At present the manufactures of Holland are upon a narrow scale. Linen, tapes, and other smallware are partially manufactured, principally for domestic consumption. The sugar-refining trade is extensively cultivated; and the manufacture of tobacco and snuff gives employment to a large number of persons. The breweries are also extensive; but the building of ships, barges, and boats, at present form the staple industry of the country. There are several rising Iron and Metal Works at Rotterdam, The Hague, and Amsterdam, the principal of which are the Royal Iron Works, at the latter place, of Messrs. Paul Van Vlissingen and Dudon Van Hull, employing about 2000 men.

LONDON TO ROTTERDAM.—Distance about 200 miles. Steamers thrice a week in summer, in eighteen hours. By the General Steam Navigation Company's vessels, from St. Katherine's Steam Wharf. See page 198. Also by the Netherlands Steam Boat Company's vessels. See page 199.

HULL TO ROTTERDAM.—Steamers, in about twenty hours. See page 188.

ROTTERDAM TO ANTWERP.—See page 193.

PASSPORTS.—See pages xxxiii to xxxviii.

MONEY.—See pages xxxix and xl. £1 is worth about 11 florins 90 cents Dutch money. A florin or guilder is 20 stivers, or 100 cents, equal to 1s. 8d., English.

RAILWAYS.—The Dutch Railway from Rotterdam to the Hague, Leyden, Haarlem, and Amsterdam, and the Dutch Rhenish Railways from Rotterdam to Amsterdam, Arnheim, and Emmerich, *via* Utrecht. *See pages* 82 and 83. The Railway is called "Spoorweg."

CANALS.—These afford abundant modes of conveyance, several times a day, to all the larger towns. Barges (*Trekschuiten*) are very convenient, and not fatiguing for night travelling. The fares are about 1 stiver per mile. Rate of travelling, five miles per hour. A trip by Canal would give the best notion of Holland.

INNS.—The average charges are—bed, 1 guilder; breakfast, 12 stivers; tea, ditto; dinner, with wine, 2 guilders; table d'hôte at 4 o'clock. Throughout Holland the waiter is called "*Jan.*" The only water fit for table use is the effervescing water from the Nassau springs, which is generally adopted for drinking by travellers.

COUNTRY.—Travellers should observe the admirable and perfect system of canal intercommunication, forming not only the high roads but almost the streets of Holland. Also the stupendous dykes, (the annual repair of which costs upwards of £500,000,) the sole protection from the sea, which is at a higher level than much of the land. The number of windmills presents a curious feature; their use is much more general than in England. In the towns, beyond the complete collections of Dutch Paintings at the Hague and Amsterdam, (and the Japanese Collections, which circumstances render peculiar to Holland,) there is little to attract. Holland, however, presents the picture of a people owing not only their wealth and high commercial position, but even the very land, to their own labour and enterprise.

Amsterdam.—212,000—*Stat.*—HOTEL—HARDENBERG'S OLD BIBLE HOTEL is a well conducted house, much frequented by English and American travellers.

BRACK'S DOELEN HOTEL, one of the best in Holland, and recommended in confidence.

Distance from Haarlem 12 miles; time 30 minutes. The terminus is some way from the city. Vigilantes may be had for 15 stivers, or 1 guilder the hour. The twenty-six windmills which surround the town are very conspicuous. Circumference of city walls, 9 miles. This singular city, the capital of Holland, is entirely built upon piles driven into the bog beneath. Its numerous canals are spanned by nearly 300 bridges. The palace is a vast stone structure, built upon 13,695 piles. There is a fine

gallery of Dutch paintings in Oude mainc Huis Trippenhuis, open to the public on Thursdays and on Fridays, and on other days by payment. The harbour and Quay along the estuary of the Y. form a scene of much interest. Drinking water bad here (relaxing), must be sparingly used by strangers. The Zoological Gardens, and the gallery of paintings of Mr. Vander Hoop, are well worth visiting. Chief promenade is close to the Zoological Gardens. The best view of the harbour and that quarter is from the high bridge over the Amstel. Kalver, Straat is the chief street. There are three theatres, Dutch, Italian, and French, also two smaller ones where smoking is allowed. Concerts at Frascati's.

ENGLISH CHAPLAIN.—Rev. W. Jamieson, Divine Service every Sunday at 10.30 a.m., and in the evening on alternate Sundays.

Village of Broek very remarkable. At Zaandam, where Peter the Great wrought; his house is preserved; both villages can be visited in one forenoon. The passport office is on the Staal Straat. The post-office is on the Voorburghwal, behind the palace. A great fair is held in September. The great ship canal, the most stupendous undertaking of the kind ever executed, commences opposite Amstordam, and extends to Helder and the Texel, a distance of 50 miles It required 6 years, and 12 million guilders to complete it.

CONVEYANCES.—Railway trains to Haarlem, Leyden, the Hague, and Rotterdam, as also to Utrecht, Rotterdam, Arnheim, Emmerich, and Oberhausen (for all parts of Germany), see pages 82 and 83. The railway terminus to Haarlem, Leyden, The Hague, and Rotterdam, is outside the Haarlem Gate; that to Utrecht, Rotterdam, and Germany outside the Weesp Gate. For Steamers, see Alphabetical list, page 181

Arnheim.— 17,000—*Stat.*—HOTEL:—GOLDEN EAGLE—near the Railway and the Steamer.

Distance from Utrecht, 33 miles; time, 1¼ hour; intermediate stations, Driebergen (near Zeist) Maarsberg, Veenendael, Ede, Wolfhezen. Arnheim, prettily situated on the Rhine, is the chief town of Guelderland. The Iron Girder Bridge across the Yssel about 3 miles from Arnheim is worth the traveller's attention. Good water.

CONVEYANCES.—Steamers daily to Cologne and to Rotterdam. Railway to Amsterdam and Rotterdam *via* Utrecht, Emmerich, and Oberhausen (for all parts of Germany), see page 82.

Breda.—*Stat.*—15,000.—HOTEL:—DE FLANDRE—very good.

One of the strongest fortresses of Holland, surrounded by water and morasses, which render it an unhealthy residence The only object of interest with the exception of the fortifications is the Church, which is a noble building, with a spire 366 feet high. About 25 miles from Breda is Bois-le-Duc or Hertogenbosch, a fortified city of Dutch Brabant, of which it is the capital, and has a population of 20,000. The Church of St. John is a remarkably fine building, and by many considered the finest ecclesiastical building in Holland. The Stadhuis or Town Hall is worthy of notice.

CONVEYANCES.—Railway to Antwerp and Rotterdam, see page 80.

Delft.—*Stat.*—HOTEL.—GOUDEN MOULEN.

17,000 inhabitants. In the new church in the great square is the pompous monument erected by the States in memory of William I., Prince of Orange, who was assassinated here in 1584. Here also lie the remains of Grotius, who was a native of Delft; his tomb, however, is very simple. The pottery trade, for which this town was so famous, does not now employ more than 200 persons. In the old church, distinguished by its leaning tower, is the monument of Admiral Tromp, with a bas-relief representing the engagement in which he was killed. On an island near the entrance of the town is the State arsenal, formerly the Dutch East India House. A pleasant excursion may be made from here to the Hague, 4½ miles, on the Trekschuite. Leeuwenhock, the naturalist was born here

CONVEYANCES.—Railway to the Hague, Leyden, Haarlem, and Amsterdam; also to Rotterdam, see pages 81.

Dortrecht (Dort).—21,000—*Stat.*— HOTELS.—HOTEL BELLE-VUE.

One of the oldest towns in Holland, and the first place where an Assembly of the States was held after casting off the Spanish yoke. It is situated on an island formed by the awful inundation of 1421. East-Indiamen heavily laden can come up to the town; the huge rafts of timber brought down by the Rhine from the Swiss and German forests also come in here to be broken up and stored. The famous Protestant Synod of 1618 was held in an old gothic edifice, now a public-house. There is a pulpit of white marble finely carved in the old church, whose tall square tower is seen from a great distance; there are also numerous monuments in it, and its plate is of massive gold, the gift of an East-India merchant.

CONVEYANCES.—Railway to Rotterdam, &c., see page 80.

Dusseldorf, for account of, see page 298

Gouda.—*Stat.*—HOTEL.—HARTHUIS.

A country town, containing about 18 or 20,000 inhabitants, about 13 English miles from Rotterdam, on the Railway to Utrecht. There is no particular object of attraction, excepting 20 or 30 very fine painted windows in the large Presbyterian Church, principally scriptural subjects. Should the traveller have time, these will amply repay a visit being considered amongst the finest in Europe.

CONVEYANCES.—Railway to Utrecht and Rotterdam, see page 83.

Haarlem.—*Stat.*—HOTEL.—

LION D'OR, we can strongly recommend. The landlady speaks English and is very attentive.

Distance from Leyden, eighteen miles; time one hour; intermediate stations, Warmond, Piet-Gijzenbrug, Veenenburg, Hillegommerbeek and Vogelen-Zang. This part of the line is chiefly cut through the *Dunes*, or Sandhills. At Haarlem station refreshments may be obtained, an

luggage left, at a large coffee-house adjoining. *Haarlem* is remarkable for its powerful organ, containing 5,000 pipes. To hear the organ a fee of 12 guilders (£1) must be paid to the organist; this will, however admit a party, which can be easily formed at the traveller's hotel. Population, 24,000. Omnibuses convey passengers to and from the station for 15c.=3d. The three straight lines of the Railway, the high road, and a long row of willows, all running parallel to each other, give a strikingly singular effect to the prospect. Famous for hyacinths, tulips, and other flower roots. Gallery of modern paintings in the King's palace, fee 10 stivers. There is a fine view from the church tower, fee 1½ fl.

CONVEYANCES.—Railway trains to Amsterdam, Utrecht, Arnheim, the Hague, and Rotterdam, see page 82.

The Hague—*with Map in Special Edition*—*Stat.*—(*La Haye*, French; *s'Gravenhage*, Dutch.)—HOTELS.—

HOTEL PAULEZ.—A capital house, well situated, and good in every respect. Landlord, Mr. Paulez.

HOTEL DU VIEUX, or OLD DOELEN, one of the best on the continent, it has the most splendid dining room for table d'hote and restaurant, supplied with English, French, and German literature. It is also worthy of our best recommendation. Landlord, Mr. Van Santen.

HOTEL DE BELLE VUE is not only one of the best in Holland, but in Europe; and will be found deserving our best recommendations.

HOTEL DE LA GRANDE COUR IMPERIALE, conveniently situated in the centre of the town.

An interesting town, distant from Rotterdam, 13 miles. Residence of the King of Holland. The chief attraction is an unrivalled collection of paintings by Dutch Masters in the Maurits Huis, open daily, except Sunday, from 9 till 3; on Saturday from 10 till 1. Among these may be mentioned Paul Potter's Bull, Rembrandt's Surgeon Dissecting, and Vandyke's portrait of Simon. The Bazaar Royal de D. Boer is a collection of curiosities, consisting of historical relics, Chinese and Japanese costumes, &c., the last well deserving inspection, being extremely rare. Two or three excellent private galleries of paintings. Charming promenades, the Palace in the wood well worth a visit, the drive very agreeable. Access to good reading rooms. The post-office lies at the back of St. James' Church. Population, 64,000. Bad water. See New "The Illustrated Guide to the Hague," published by M. M. Couvée.

ENGLISH CHAPLAIN—Rev. Ed. Brian. Divine Service at the English Church, 11 a.m. and 7 p.m.

CONVEYANCES.—For Railways, see page 81.

Leyden.—(*Lugdunum Batavorum.*)—*Stat.*—HOTEL:—PLAATS ROYAL—the best.

Distance from the Hague, 10 miles; time of transit half an hour: intermediate stations, Nieuw Oosteinde and Voorschoten. The Rhine, on which the town is situated, is crossed before reaching Leyden. Pop., 36,000. It is 23 miles from Rotterdam, and 30 from Amsterdam. The University of this city ranks as the first in Holland, and was one of the most celebrated on the Continent. The Museums, &c., connected with the University, the Japanese Collection of Dr. Siebold, and the Botanical Garden, form the chief objects of interest.

Eight miles from Leyden is Katwyk, where the Rhine discharges its narrowed stream into the sea

CONVEYANCES.—For Railway, see page 81.

Nymegen.—24,000—HOTELS:—

HOTEL DES PAYS BAS.

Nymegen being a frontier town, passports are demanded of strangers on their arrival. On the arrival of the steamer no time should be lost in securing an inn, as the concourse of travellers is here very great. It is situated on the left bank of the Waal, and strongly fortified. The buildings chiefly worth seeing are the Town-hall, with its two rows of statues of German Emperors in front, containing some portraits and a few Roman antiquities found in the neighbourhood; the Cathedral, commenced in the thirteenth century, a gothic edifice of brick; and the ruins of Schloss Falkenhof, on a height, the building of which is attributed to Julius Cæsar, and said to have been at one time inhabited by Charlemagne. Above these ruins stands the Belvedere, commanding a fine view over the Rhine, Waal, and Yssel, as they branch off at the delta, while the Maas is seen stretching to the south; there are pleasing views also from Berg-en-dal, Beek, and Upbergen, in the vicinity of the town.

CONVEYANCES.—Diligences, see page 235.

Rotterdam.—98,098. *Stat.*—HOTELS:—

NEW BATH HOTEL.—A first-rate house, offering excellent accommodation.

A large commercial city of Holland, being the second in the kingdom. It is in the province of south Holland, delightfully situated on the north bank of the river Maas, which here resembles an arm of the sea, although nearly 20 miles from its mouth. The steam packets arrive and land their passengers at the Quays, (*Boompjes*). Luggage is examined upon leaving the Steamers. The form of Rotterdam is triangular, its longest side (above a mile and a half in extent) stretching along the bank of the Maas. It is traversed by the Rotte, which here joins the Maas and is intersected, even more than other Dutch towns, by canals, which divide the half of the town near the river into several insulated spots, connected by draw-bridges. These canals are almost all bordered with trees. The row called the Boompjes is the finest, as well in regard to buildings as for its pleasant prospect across the Maas. Next to it comes the Having-vliet. The other streets are in general long, but narrow. The houses of Rotterdam are more convenient than elegant; their height is from four to five and six stories, many have mirrors outside of windows. Of the public buildings, the

principal are, the great church of St. Lawrence, from the top of which there is an extensive prospect; the South church, an elegant building; and several other churches; the Academy, the Theatre, and the extensive buildings of the East India Company. There are also an excellent Gallery of pictures a very large Sailor's Home, a magnificent yacht Club House; Zoological Gardens; a beautiful Park, and other public walks. Rotterdam contains both an English Episcopal chapel and a Scotch Presbyterian church. It became a privileged town, and was surrounded with walls, in the thirteenth century. Its commerce extends to all parts of the world, and embraces almost every kind of produce and manufacture. Shipbuilding is carried on pretty extensively here. It is 14 miles from the Hague. English and French universally spoken. Post-office, Wine-street.

CURIOSITIES OF ROTTERDAM.—The Bourse, the Cabinet of the Batavian Society of Experimental Philosophy; the Catholic Church in the street called Leuwenstraat; the Hotel de Ville; the House of the Commune of Schieland; the Court of Justice; the Delft Gate; the House of Correction for young criminals; the house in which Erasmus was born; the Statute of Erasmus; the Botanic Garden; the Netherland Steam Engine Manufactory.

ENGLISH CHAPLAIN.—Rev. Mr. Marks, Divine Service on Sundays, at 11 a.m. and 6 p.m.

CONVEYANCES.—Railways to Hague, Leyden, Haarlem, Amsterdam, Utrecht, Arnheim, Emmerich, and Oberhausen (for all parts of Germany), see pp. 82 and 83. Railway to Breda and Antwerp, see p. 80. Steamers to London, see p. 206. Steamers, Rotterdam to Antwerp, see page 205. For travelling to the interior, canal boats hourly to Delft and Hague; fare to the latter place 75 cents.

Sheveningen.—A fishing town of about 1600 inhabitants and chief watering place in Holland. Distance from the Hague four miles. The road lies through the front part of the King's Palace. Omnibuses every hour during the season to and from the Grand Place; fare 20 cents. An excellent hotel in the Establishment des Bains.

Utrecht.—*Stat.*—HOTELS.—
PAYS BAS. BELLE VUE.
HOTEL KASTEEL V. ANTWERPEN.

Distance from Amsterdam 23 miles; time 1 hour; intermediate stations Abcoude, Vreeland, Nieuwersluis, Breukelen, Maarssen. The scenery consists of villages and gardens. *Utrecht* contains 50,000 inhabitants. The cathedral tower, 321 feet high, commands an extensive view. The mint, University, and Museums, are the remaining attractions. Utrecht stands higher than other Dutch towns. It possesses a very fine wax anatomical museum, and in its neighbourhood are some fine trees.

The town-walks, round the old fortifications, and a very fine avenue called the Maliebaan, we recommend to the attention of travellers.

From Utrecht the traveller may make a very delightful excursion to the woods of Zeist, and the trip will give him a good idea of the character of Dutch country-houses. The palace of Soestdijk is about twelve miles from Utrecht.

CHURCH OF ENGLAND SERVICE on alternate Sundays, at 6.15 p.m., by the Rev. W. Jamieson, British Chaplain at Amsterdam.

CONVEYANCES.—Railway trains to Amsterdam, Rotterdam, Arnheim, Emmerich, and Oberhausen (for all parts of Germany), see pages 82 and 83.

Diligences leave at 9 a.m. daily, for Bois-le-Duc (Den Bosch), and Breda.

Zaandam.—HOTEL.—The Otter. Refreshments may be had at the Cafe close to the landing stage. Peter the Great's hut is about 7 minutes walk on the opposite side. Distance from Amsterdam 9 miles. The charge, for a Conveyance to Broek and Buicksloot is 6 florins. A barge daily at 6 p.m. to Alkmaar and the Helder. Steam boats every second hour to and from Amsterdam.

Zevenaar.—*Stat.*—A small town between Arnheim and Emmerich. This being the first Station on Dutch territory, passengers' luggage and passports are examined on entering Holland from Prussia.

For Railway, see page 82.

THE RHINE.

On the Rhine and in Germany the Railway is called *Eisenbahn.*

(WITH MAP IN SPECIAL EDITION.)

The following are the routes from England to the Rhine, London to Rotterdam, thence by Dutch Rhenish Railway to Cologne.

1st. London to Dover, rail; Dover to Ostend, steam-boat; Ostend to Ghent, Malines, Liege, to Cologne, by rail. 2nd. London to Dover, rail; Dover to Calais, steam-boat; Calais to Lille, Mouscron, Malines, Liege, and Cologne, by rail. 3rd. London to Ostend direct by steam-boat; from Ostend to Cologne by rail. 4th. London to Antwerp, by steam-boat; from thence to Cologne by rail. 5th. London to Rotterdam, by steam-boat; thence by the Rhine steamers; Railway to Cologne. By the two first routes the Rhine is reached from London in 22½ hours Also, Steamers from Hull to Antwerp, see page 191 and from Hull to Rotterdam, see page 193. The voyage down the Rhine, from (Kehl), Strasburg to London, may be performed by steam-boat in 82 hours, at an expense of £2 17s. 10d.; and by railway and steam-boat in 42 hours.

STEAMERS ON THE RHINE.

The Steamers are divided into three cabins—the Pavilion, the Chief Cabin, and the Fore Cabin. Refreshments are provided on board at a moderate rate, fixed by a printed tariff. The quickest boats go in one day down the Rhine, from Mannheim to Cologne and Dusseldorf; Mayence to Dusseldorf; Dusseldorf to Rotterdam. Up the stream in one day from Cologne to Mannheim in summer, and to Coblentz in winter; Coblentz to Mannheim. The following will be found the average time occupied on the voyage between:—

	MILES.	DOWN.	UP.
Rotterdam and Emmerich	111	8 hrs.	12 hrs.
Emmerich and Dusseldorf	73½	„	10 „
Dusseldorf and Cologne	31½	3 hrs.	5 hrs.
Cologne and Mayence	127	9 „	13½ „
Mayence and Mannheim	46½	3½ „	5½ „

In addition to the above stations, there are 38 small towns and 21 landing-places at which the steamers touch, some of them being the most picturesque points on the Rhine. At any of them, without exception, the tourist may land, and continue his journey when he pleases, up or down the river, by any of the company's steamers: he has only to take care to have his ticket marked by the conductor of the boat before leaving it. For landing or embarking at any of these points the charge is three halfpence. Upon disembarking, a small charge is made for each article of baggage placed in care of the boatman. A tariff fixes the amount of charge, which is often doubled by the men of the boat; the Captain, if referred to, will rectify this imposition, and declare the real sums which ought to be paid.

PASSPORTS.—See pages xxxiii to xxxviii.

MONEY.—See pages xxxix and xl. £1 sterling is worth about 6 thalers 20 groschens.

SCENERY of the RHINE.—Below Bonn, in the direction of Cologne, or above Mayence, there is scarcely any object striking enough to merit admiration. About 20 miles above Cologne the scenery of the Rhine may be said to begin with the Seven Mountains, and thence to Coblentz; and from Coblentz to Mayence the turreted towns, castellated ruins, and vine-terraced hills, succeed each other in picturesque profusion. The most appropriate starting places to explore the inland glories of the Rhine are Bonn, Godesberg, Coblentz, St. Goar, Bingen, and Mayence. We trace in the elevated Alps, in Switzerland, and near Mount St. Gothard, the sources of the Rhône, the Tessin, and the *Rhine*, or the king of the German—nay, of the West European rivers. The visitor, on ascending the Rhine, or on his arrival at Strasbourg, calls to his recollection how this stream has hastened his course through Lake of Constance; how he precipitated himself over the rocky ramparts at Schaffhausen, then, strengthened by the collected waters of Switzerland—the influx of 370 glaciers and upwards of 270 rivers of various sizes—he commences his majestic course near the ancient Roman city of Bale; how he expands between the upper Black Forest, amidst ranges of mountains encircling a valley of nearly thirty miles in breadth, through which he playfully winds, and receiving, besides other streams, the important Neckar and Maine, until a rocky gate at Bingen seems to arrest his further career, but which he powerfully bursts, and strengthened by the Nahe and Moselle, overcomes a similar obstacle at Andernach, when he continues his victorious course towards the sea.

For a fuller description of the scenery, places of antiquity, towns, villages, &c., on the Rhine, see BRADSHAW'S ILLUSTRATED HANDBOOK FOR BELGIUM AND THE RHINE, price 5s.; also BRADSHAW'S COMPANION TO THE CONTINENT, with remarks on climate, and the influence of travelling, by DR. EDWIN LEE, author of the baths of Germany, &c., &c.

ROUTE UP THE RHINE.

NOTE.—The "right" and "left" in the following notices refer to the right and left hand of a passenger looking towards the bow of the boat, and *not* to the course of the stream.

Emmerich.—*Stat.*—5000.—HOTEL.—HOTEL DE HOLLAND.

The first Prussian town on the right bank of the Rhine, and fortified. Passports are *visé* here and luggage examined.

CONVEYANCES.—Railway to Oberhausen (for all parts of Germany), Amsterdam, and Rotterdam, see page 82.

Duisburg.—*Stat.*—INNS.—POST, RHEINISCHER HOF.

38 miles from Cologne; population 14,000; a manufacturing town near the Ruhr, three miles from its influx into the Rhine, and connected with Cologne by the Minden and Cologne Railway. The valley of the Ruhr is distinguished not only for picturesque scenery, but also for its coal-mines and the industry of its inhabitants.

CONVEYANCES.—Railway to Dusseldorf, Cologne, Hamm, Minden, and Hanover, see pages 86 and 87.

Dusseldorf.—*Stat.*—43,000—HOTELS:—

BREIDENBACHER HOF, or HOTEL DISCH. First class, and highly recommended, most centrally and conveniently situated in the town.

HOTEL PRINCE OF PRUSSIA, opposite the Cologne, Minden, and Elberfeld Railway Stations. Mr. E. Schleger, proprietor.

HOTEL DE L'EUROPE, near the railway stations, post-office, and landing place of the Rhine steamers, an excellent house, and highly recommended. Madame Goetzen, proprietress.

Dusseldorf is one of the nicest and most regular towns on the Rhine, with one of the most beautiful public gardens in Europe. In the Market Place, a bronze statue on a pedestal of grey marble is erected to the Elector, John William, by Grupello, to whom Dusseldorf owes much of its splendour. The principal buildings are the barracks; the church of Lambert, of the Jesuits, and of the Cordeliers; the ancient castle, the residence of the Electors; the Hotel de Ville, &c. The celebrated gallery of paintings was removed to Munich in 1805; the present gallery is inferior, but the School of Painting here is very celebrated, and there is an exhibition of modern pictures every summer. There is also an interesting collection of drawings by the old masters. Theatre here, with good music.

There is here a bridge of boats across the Rhine.

The distance by railway to Rotterdam is 145 miles to Berlin is 271¾ miles; to Hamburgh 275; to Leipsic 355¾; to Paris 401 miles.

CHURCH OF ENGLAND SERVICE.—At the Protestant Church, Berger Strasse. Chaplain, Rev. G. J. Perram.

CONVEYANCES.—Steamers daily to Cologne, Bonn, Mayence, and Mannheim.—Rail to Elberfeld, page 98.—To Langenfeld, Dortmund, Hamm, Minden, Hanover, Bremen, Berlin, and also to Cologne, see pages 98 and 99. Railway direct to Aix-la-Chapelle see page 85.

Elberfeld.—*Stat.*—HOTELS:—

KURPFALZER HOF (Cour Electorale.)

Elberfeld, in the Wupperthal; 85,000 inhabitants, with the adjoining town of Barmen; a considerable manufacturing town, being the capital of the district of Dusseldorf. Two centuries since the population of Elberfeld was scarcely a thousand. The pure mountain stream of the Wupper, particularly adapted for bleaching, first led to the establishment of linen works here. The undressed yarn comes from Hesse, Brunswick, Hildesheim, and Hanover. The manufactures of linen and woollen cloth were the first established. France, Italy, Spain, Russia, America, &c., consume vast quantities of these goods. Fringes, bed-tickings, thread, thread-lace, &c. also employ a large number of workmen. When the English process of spinning yarn became known, the manufacture of cotton articles was highly improved. Dyeing with Turkish red has been another very important branch of business in Elberfeld since 1780; and the silk manufacture, since 1760, has been of great importance, large quantities being exported annually. Very fine view from the Belvidere.

CONVEYANCES.—Railway trains to Dusseldorf and Cologne, see pages 98 and 99.—To Soest, Schwelm, Dortmund Hamm, Minden and Hanover, see pages 98 and 99.

[**Graefrath**, a village near Elberfeld, the residence of the celebrated oculist, Dr. Leuw, physician to the king of Hanover. Hotel de la Poste, comfortable.

CHURCH OF ENGLAND SERVICE in the Protestant Church, Market Place. Chaplain, Rev. G. J. Perramt.

Cologne.—*Stat.*—(*Map in Special Edition.*)

On approaching Cologne from Aix-la Chapelle a fine view is obtained of the City with its numerous towers and steeples. Shortly before reaching the station, the line runs parallel with the Rhine, passes through one of the Forts, and then enters the terminus nearly opposite the New Railway Bridge over the Rhine, which is expected to be completed in 1859. An extensive central Railway Station is also being constructed in the heart of the city, close to the Cathedral.

HOTELS:—

HOTEL DISCH, in Bridge street, very highly recommended. Nearest of the first-class hotels to the central station. Is much frequented by English

families and single gentlemen, who experience equal attention and civility. The proprietors, Messrs. Disch and Capellan, have a large assortment of the best Rhine and Moselle wines for wholesale.

HOTEL DE HOLLANDE, a first-rate establishment, facing the Quay, commands a charming view of the Rhine. Moderate charges, civility and attention, recommend the house to the patronage of English travellers.

HOTEL ROYAL, excellent in every respect, and commanding a fine view of the Rhine. Landlord, Mr. Dietzmann.

At Deutz, the HOTEL DE BELLE VUE, on the opposite side of the Rhine, facing Cologne, of which it commands a fine view, is a capital house —landlord, Mr. J. A. Kimmel.

DOME HOTEL—near the Cathedral, and opposite the bridge.

HOTEL DU RHIN, a well-known good house, situated in the Hay-market.

EAU DE COLOGNE.—Travellers are frequently importuned by officious persons offering to direct or accompany them to this or that vendor of the celebrated perfume; and as there are upwards of sixty manufacturers of this article, we have deemed it right to try the qualities of several samples, and having submitted them to good connoisseurs, we recommend, in full confidence, the establishment of JOHANN ANTON FARINA, known by the name of the City of Milan, 129, High-street, Hohe Strass, (established June, 1695)—a descendant of the original Farina family, and purveyor to most of the reigning monarchs of Europe, and who obtained the "Mention Honorable" at the Paris Exhibition.

One of the best ways of distinguishing the genuine from the spurious, is to rub a few drops on the hand, when the good Eau de Cologne must neither smell of any spirituous liquor, nor of musk, nor of any foreign substance, but only the odour peculiar to the water.

Cologne, a city and fortress of Prussia, on the Rhine, with a population of 105,000. It has 20 churches, 8,500 houses, 19 gates, 33 squares, 270 streets, is strongly fortified, and possesses a bridge upon 39 boats across the Rhine, 1250 feet in length. It carries on a brisk trade by means of its connection by railways with all the chief cities of the continent.

OBJECTS OF ATTRACTION.—The cathedral of Cologne, 511 ft. by 231 ft. merits the traveller's first notice. It was commenced in 1248, and is not yet finished, but its colossal proportions and magnificent architecture are calculated to inspire feelings of admiration. It is necessary to walk or drive round the area in which the cathedral stands, to see the full beauty of the structure; which, although it is unfinished is nevertheless magnificent: when it is entirely finished, which now, after the lapse of nearly three centuries and a half, seems probable, it will be the most splendid and perfect specimen of Gothic architecture in the world. The great design of the architect for the whole building is marked out with tolerable clearness; but nearly all that is necessary to give it an *ensemble* of architectural beauty is unfinished. The great tower, which is a miracle of lightness and elegance for so gigantic a mass, was to have been 500 feet high; but it is cut short at about 160. The choir is remarkable as one of the most perfect specimens of Gothic architecture extant. Mr. Weyer, whose residence is near the Bonn Railway Terminus, has a very fine collection of paintings, both of the ancient and modern schools, which are opened free to the public The Gallery in which the paintings are exhibited is in itself quite a model for buildings of such a character, and well worthy the attention of the traveller.

Among the objects of interest may be noted the chapel of the Holy Three Kings, sepulchre of Maria of Medicis, of Conrad of Hochstetten, and of the Count of Schaumberg, &c.—St. Peter's church with the celebrated "Crucifixion of Peter," by Rubens, the original of which is shown on all days, by paying a fixed fee; the church of St. Ursula, with eleven thousand damsels, whose relics are to be seen in the walls of the church; the Jesuits' church, the clocks of which are cast out of the cannons which Tilly took in Magdeburg; the houses in which Maria of Medicis died, and in which Rubens was born, 1577, in the Sternengasse, No. 10; the Apostle's church, in the new market, built 1200; the museum in the Frankgasse, No. 7, near the cathedral, admission 10 sgr.; it contains many valuable relics, besides a good collection of Roman antiquities; the Senate House, with the Hansa room. At the Stadt Casa, there is a splendid collection of the most exquisite paintings on glass, no one should leave Cologne without seeing them they are indescribably beautiful gems, and *chefs d'œuvres* of matchless beauty.

On leaving Cologne to sail up the Rhine, the traveller sees nothing as yet of that surpassing beauty, for which this magnificent river is so justly famed, still the banks, even here, are by no means devoid of interest. The country is not altogether flat; its aspect is enlivened by villages and well cultivated fields. As we approach Bonn the summits of the famous Siebengebirge (seven mountains) rise gradually into view, sometimes to the right and at other times to the left according as the direction of the boat's head is changed in accordance with the windings of the stream. These, with their rugged sides and ruined castles, on a nearer approach, produce an imposing effect, and mark, as it were, the entrance into the "Paradise of Germany," as that portion of the Rhine is called which lies between Bonn and Mayence.

PHYSICIAN.—Dr. E. Metz, 13, Obenmarsptorter, has resided many years in London, and speaks English fluently. Dr. M. is also a good Oculist.

F. C. Eisen, Bookseller, Frederick Wilhelm Street, No. 2, and Domhof, No. 13, Bookseller to the King. Bradshaw's Guides and Hand-Books on sale.

The best and newest description of the Cathedral is that of Mr. Eisen, in French and German, at 1 fr. 50 c. per copy.

ENGLISH CONSUL. G. F. Crosthwaite, Esq., Mechtildis Strasse, 18.

ENGLISH CHURCH SERVICE every Sunday, at No. 28, Marien Plaz, by the Rev. F. Glover, M.A., Chaplain to the Consulate, at 11 a.m., and 5 p.m.

MONEY CHANGERS AND BANKERS.—Phil. Hellwitz, and Co., 73, Heumarkt. English and foreign monies, notes, stocks, &c., can be exchanged at this establishment.

CONVEYANCES.—Railway from Cologne to Bonn, Neuwied, and Coblentz, several times daily, see page 88, Terminus, near St. Pantaleon's Gate; to Neuss and Crefeld, see page 89; to Berlin, Dusseldorf, &c., as also to Aix-la-Chapelle, Antwerp, and Brussels, see pages 67, 82, and 83; to St. Quentin, &c., see page 16; to Liege, Paris, &c., see page 79. Schnellposts, morning and evening, to Coblentz. Sailing of the Rhine steamers, see alphabetical list commencing at page 181. From the Cologne Bridge, Frederich Wilhelm Strasse, a steamer starts every quarter of an hour for Mulheim.

THROUGH TICKETS TO LONDON.—

Direct Through Tickets for London by Express Trains &c., via Calais and Dover, daily, see Advertisement, or via Ostend and Dover, daily except Saturday,—see Advertisement, can be had at the Office of the South Eastern Railway Company, 3, Frederick Wilhelm Strasse. Through Tickets for London by Ordinary Train to Ostend, thence by Steamer direct to London every Tuesday and Friday night, see Advertisement, or by Ordinary Train to Antwerp, and thence by Steamer direct to London, every Sunday and Friday, see Advertisement, can be obtained at the Office of the General Steam Navigation Company, 6 and 8, Frederick Wilhelm Strasse.

The Rhine.—

Travellers can now proceed from Cologne to Coblentz either by steamer or railway The steamers start every morning, making the voyage to Coblentz in 7 hours, to Mayence in 13 hours, and thence in 2 more by rail to Frankfort; or by the *Cologne and Coblentz Railway*, which is now open the whole distance. It proceeds from the station at St Pantaleon's Gate, through a fine fertile plain, past the wood and Chateau de Bruhl, visited by Queen Victoria in 1845, and thence on to Bonn, whence it runs parallel with the banks of the Rhine, and affords extensive views of the most picturesque scenery, commencing with the Seven Mountains, and the Drachenfels, opposite Bonn. The trains stop at the most convenient stations for excursionists to visit the principal places of historical interest and noted for beautiful views, viz.: at Bonn, for visiting Godesberg, Konigswinter, and the Drachenfels or Seven Mountains, from the "Castled Crag" of which a splendid view may be had of the Rhine. Rolandseck,—Remagen, whence excursions are made to the Ahr Valley, &c, Andernach, Neuwied, &c. If going to Ems, land at Lahnstein, Rail thence to Ems, page 80. From Coblentz, per Steamer to St. Goar, Bingen, Rudesheim, &c. Bieberich for Wiesbaden, Steamer to Mayence, or Castel—Rail to Frankfort.

From COLOGNE to	Itineraries of the most direct Routes from COLOGNE to the following Alphabetically arranged list of Towns.	ORDINARY FARES. 1 class. £ s. d.	2 Class. £ s. d.	TIME. Exp. hr. m.	Ordy. hr. m.
1 Aix-la-Chap.	By Rail, via Duren, page 67	0 7 6	0 5 4	1 15	2 15
2 Amsterdam	By Rail via Dusseldorf, Oberhausen p. 86, change carriages, Emmerich, Examination of Baggage and Passport, Utrecht, p. 82; change carriages for Amsterdam	1 6 3	0 19 7	6 15	9 30
3 Antwerp	Via Aix-la-Chapelle, Verviers, Examination of Baggage and Passport, Liege, Louvain, Malines, p. 67, Change Carriages for Antwerp 70	0 19 6	0 14 6	6 10	8 10
4 Bale	a See Rtes. to Frankfort, No. 16; thence by rail via Heidelberg p. 91, Baden-Baden, Freiburg, Bale, p. 94	1 16 2	1 2 11	22 5	27 45
"	b See Rte. to Mayence, No. 24; thence by rail via Worms, Ludwigshafen, p. 97, Neustadt, Strasburg, p. 59, Mulhausen, p. 58, Bale, p. 58	1 12 0	1 3 0	...	...
5 Berlin	By Rail from Deutz, (opposite Cologne,) via Hamm, Minden, p 86; Hanover, p. 103; Brunswick, p. 102; Magdeburg, p. 105; Berlin, p. 115	2 17 5	1 19 10	15 45	19 0
6 Bonn	a Rail to, page 88	0 1 6	0 1 0	0 30	0 45
"	b Steamer up the Rhine 186	0 1 0	0 0 6	1 0	1 30
7 Bieberich	a Rl. via Bonn to Coblentz, p. 88; Str. thence to Bieberich, p. 186	0 10 0	0 6 0	9 0	10 0
"	b Str. from Cologne via Coblentz to Bieberich, p. 186	0 9 2	0 5 2	11 0	11 0
8 Bingen	a Rl. via Bonn to Coblentz, p. 88; Str thence to Bieberich	0 10 0	0 6 0	9 30	9 30
"	b Str. from Cologne via Coblentz to Bingen, p. 186	0 9 0	0 7 0	11 33	11 30
9 Brunswick	Rail from Deutz, (opposite Cologne,) via Hamm, Minden, p. 86; Hanover to Brunswick, p. 102	1 19 0	1 6 0	9 30	11 50
10 Brussels	a Rte., Rl. via Aix-la-Chapelle, Verviers, (Examination of Baggage and Passport,) Liege, Louvain, Malines, p. 67	1 2 6	0 16 6	6 0	7 35
"	b Rte., same as Rte. a to Liege, p. 67; thence by Rail via Namur, p. 79 thence by Great Luxembourg rail to Brussels, p. 73	1 1 3	0 15 6	8 20	12 0
11 Calais	a Rte, via Brussels, see No. 10, Rte. a thence by Rail via Lille, see p. 70	2 3 2	1 11 11	13 0	18 0
"	b Rte., see No. 11, Rte. a to Malines; thence by Ghent, p. 62; thence via Lille, p. 70; Calais, p. 12	2 3 2	1 11 11	13 0	18 0
"	c Rte., via Verviers to Liege, see No. 11. Rte. a; thence by Rail via Namur, p. 79; Charleroi, Manage, p. 75; Mons, p. 76; Valenciennes, Douai, p. 64, to Lille, p. 13; thence to Calais, p. 12	1 19 6	1 12 5	17 0	24 0
12 Cassel	Rail via Hamm, p. 86; thence to Cassel, p. 99	1 9 2	1 0 10	8 28	12 0
13 Coblentz	a Rte., Rl. via Bonn to Coblentz, see p. 88	0 5 3	0 3 9	5 30	5 30
"	b Rte., Str. from Cologne up the Rhine, p. 186	0 4 3	0 2 9	6 30	6 30
14 Dresden	a Rte., via Hamm and Berlin, see No. 5; thence to Dresden, p. 113	3 16 5	2 12 10	21 45	26 0
" "	b Rte., via Hamm, p. 86; Cassel, p. 92; Gotha, Weimar, Leipsic, p. 117; Dresden, p. 127	3 9 9	2 10 0	24 0	59 0
15 Elberfeld	Rail via Dusseldorf, p. 86; thence to Elberfeld by rail p. 96	0 6 2	0 4 6	2 0	3 0

Itinerary of Routes from Cologne—*continued.*

		£ s. d.	£ s. d.	hr. m.	hr. m.
Frankfort ...	a Rte., Rl. via Bonn to Coblentz, p. 88; Str to Castel (opposite Mayence), p. 186; Rl. thence to Frankfort, p. 71	0 12 4	0 9 0	14 0	14 0
,,	b Rte., Str. from Cologne up the Rhine to Castel, p. 186; Rl. thence to Frankfort, p. 90	0 12 6	0 9 0	13 15	14 0
Geneva.....	See No. 4, Rtes. to Bale; thence as per Itinerary, p. 344	3 9 9	2 10 2	49 45	57 40
Hamburg ...	Rail via Hanover, see No. 20 Rte. to; thence Rl. to Harburg, p. 100; Str. to Hamburg over the Elbe	1 17 10	1 5 1	11 0	17 50
Hanover.....	Rl. from Deutz, (opposite Cologne,) via Hamm, Minden, p. 86; thence to Hanover p. 103	1 5 7	0 17 7	7 23	11 45
Heidelberg	a Rte., see No. 16 Rte. a or b to Frankfort; Rl. thence via Darmstadt to Heidelberg, p. 91 ..	0 18 0	0 14 4	14 0	18 0
,,	b Rte., see No. 24, Rtes. a and b to Mayence; thence via Worms, Ludwigshafen, p. 97; Omn. to Mannheim; Rl. to Heidelberg, p. 91	0 15 0	0 12 6	15 0	16 0
Leipsic.....	See No. 14, Rtes. to Dresden.....	3 0 2	1 19 8	16 13	18 22
London	a Rte., Via Ostend, see No. 26, Rtes to; thence per Steamer direct to St. Katherine's Wharf London	2 3 7	1 13 6	...	22 0
,,	b Rte, via Antwerp, Rl. to Malines, see No. 10, Brussels, Rte. a; Malines to Antwerp, p 70; Str thence direct to St Katherine's Wharf London	2 7 2	1 14 8	...	26 0
,	c Str. down the Rhine to Rotterdam, No. 28, Rte. b; Str. thence to St. Katherine's Wharf, London.....	1 16 0	1 10 0	28 0	28 0
,,	d Rte., via Rotterdam, see No. 28, Rtes. to; Str. thence direct to St. Katherine's Wharf London	2 13 4	1 14 0	...	26 0
,,	e Rte., No. 1, via Calais, see No. 11 Rtes to; thence via Dover, Str. p. 185; Rl. thence to London Bridge Sta.	3 13 9	2 13 1	19 0	...
•	e Rte. No. 2, via Calais, see No. 11, Rtes to; thence per Steamer direct to London Bridge Wharf.....	2 12 6	1 18 6	...	27 0
,,	f Rte. via Ostend, see No. 26, Rtes. to; thence via Dover Str. to, p. 203; Rl. thence to London Bridge Sta.	3 9 6	2 8 8	19 0	...
23 Mannheim...	Rte. see No 24, Rtes. to Mayence; thence Rl. to Worms and Friedrichshafen, p. 97; Omn. to Mannheim.....	0 15 0	0 11 6	14 0	...
24 Mayence (Castel)	a Rte., Rl. to Cobelentz, p. 88: Str. thence up the Rhine to Mayence, p. 186.....	0 8 0	0 5 6	11 0	13 0
..	b Rte, Steamer from Cologne up the Rhine to Mayence, p 186.....	0 9 0	0 6 2	12 30	14 30
25 Munich.....	See No. 16, Rtes to Frankfort; See Itinerary of Rtes p. 315.	2 7 9	1 12 6	29 10	41 10
26 Ostend	a Rte., Rl. via Aix-la-Chapelle, Verviers, (Examination of Baggage and Passport,) Liege, Louvain, Malines, p. 67; Ghent, Bruges to Ostend, p. 62	1 11 6	1 3 0	10 0	...
,,	b Rte, see No, 10 Rtes. to Brussels; thence via Alost, Ghent, p 62; Bruges to Ostend, p. 62.....	1 11 6	1 3 0	...	12 0
27 Paris	a Rte., via Verviers, (Examination of Baggage and Passport.) change carriages, Liege, Namur, Charleroi, St. Quentin, Creil, Paris, p. 16 ...	2 7 6	1 15 0	11 16	...
,,	b Rte., via Brussels, see No. 10, Rtes. to; thence as per Itinerary of Rtes. to Paris, p. 327	2 9 7	1 17 5	15 0	22 0
28 Rotterdam	a Rte., Rl. via Dusseldorf, Oberhausen, (change carriages.) Emmerich, Utrecht, p. 82 and 83.	1 3 4	0 16 6	...	10 0
,,	b Rte., Str from Cologne down the Rhine via Dusseldorf, Emmerich, and Arnheim, p, 187.....	0 8 5	0 6 0	...	16 0
29 Stettin	Rte., see No. 5, Rtes. to Berlin; thence per rail to Stettin, p. 116	3 9 5	2 8 10	19 5	22 30
30 St. Petersb'g	Rte., see No. 5, Rtes. to Berlin; thence Rl. via Stettin, Bromberg to Konigsberg, p. 118; Dil. thence via Tilsit, Tauroggen, in 100 hours to St. Petersburg	12 18 3	7 5 5	130 0	...
31 Vienna	a Rte., via Berlin, see No. 5, Rtes. to; thence via Dresden, p 113; Prague, p. 119; Brunn, p. 121	7 1 0	5 2 10	45 0	57 30
,,	b Rte., via Dresden, see No. 14, Rtes. to; thence via Prague, p. 136; Brunn, p. 138.....	5 13 5	4 3 9	42 0	77 0

Cologne to the principal German Baths and Watering-Places.

32 Aix-la-Chap.	See No. 1	0 7 0	0 5 4	1 15	2 15
33 Baden	See No. 20, Rtes. to Heidelberg; thence via Carlsruhe, p. 94, to Baden-Baden	1 5 4	0 17 11	18 0	...
34 Carlsbad.....	Rl. via Hamm, p. 86; Cassel, p. 92; Gotha, p. 117; Weimar, Leipsic, p. 117; Rl. to Hof, p. 125; Dil. to Carlsbad, ...	4 4 8	3 1 11	23 43	36 47
35 Ems	See No. 13, Rtes. to Coblentz: Str. to Lahnstein; Rail to Ems	0 6 8	0 4 6	7 48	7 48
36 Homburg ...	See No. 16, Rtes. to Frankfort; Dil. or Rl thence to Homburg	0 13 6	0 8 6	15 0	15 0
37 Kissingen ...	See No. 16, Rtes. to Frankfort; Rl. thence to Gemünden Sta., p. 132; Dil. thence to Kissingen.....	1 3 7	0 16 1	20 45	26 40
38 Marienbad...	See Rte. to Carlsbad, No. 34, Dil. thence to Marienbad	4 10 0	3 7 0	22 0	30 0
39 Pyrmont.....	Rl. via Hamm, p. 86, to Herford; Dil. thence to Pyrmont.....	1 6 0	0 16 11	30 0	...
40 Schwalbach	See No. 43, Rte. to Wiesbaden; Dil. thence to Schwalbach	0 11 6	0 8 6	13 0	13 0
41 Spa	Rl. via Verviers, (Examination of Baggage and Passport; change carriages,) Pepinster Sta. for Spa, p. 67; (change carriages,) Rl. for Spa, p. 67	0 14 5	0 10 0	3 0	5 0
42 Teplitz.....	See Rtes. to Dresden, No. 14; Rl. to Aussig Sta. p. 138; Rl. thence to Teplitz	3 19 2	2 17 11	34 0	65 0
43 Wiesbaden	See No. 7, Rtes. to Bieberich; Rl. thence to Wiesbaden, p, 90.....	0 9 0	0 6 6	12 0	12 0

Deutz.—Opposite Cologne, which see, p. 298.

Cologne to Bonn by rail, 1 hr., see page 85; by steamer 2½ or 3 hrs. up, 1½ hr. down. Terminus at Cologne—St. Pantaleon's Gate.

Bonn.—*Stat.*—HOTELS:—

GOLDEN STAR HOTEL, one of the best on the Continent in every respect, and worthy of the highest recommendation.

THE GRAND HOTEL ROYAL, overlooking the Rhine and facing the Park, is a good house, commanding a delightful view of the Seven Mountains. Mr. Ermekiel, proprietor.

Population 20,000, including the students and garrison. A university town in Rhenish-Prussia, of Roman origin, and formerly the residence of the Electors of Cologne. Its best edifices are the university, formerly the electoral palace, in which, besides lecture rooms, are a library of 150,000 volumes; the academical and Rhenish museums; a fine collection of Roman antiquities, including an altar to victory; and the aula, or academical hall, decorated with fresco paintings. The minster, in which there is a bronze statue of the Empress Helena, mother of Constantine, by whom it was founded in 320, and built in the Byzantine style; the collegiate church; that of the Jesuits; of St. Remi, in which is a fine painting by Spielberg; and the Schlosskirche. The house of Beethoven is pointed out in the Rheingasse, and his monument in the minster-platz. There are many beautiful walks, especially to the Hofgarten, with a fine terrace on the Rhine called "der alte Zoll," which gives a magnificent view of the river and Siebengebirge; of greater extent is that by the Poppelsdorf avenue, with its double rows of chestnut trees, to the castle of Poppelsdorf, and to the Kreutzberg, with its picturesque grounds. Roisdorf mineral water good.

Railway Terminus, close to Popeldorf avenue.

Doctor Parow's Institution of Orthopaidy and Medical Gymnastics for the cure of spinal curvature and deformities of the chest and limbs, &c.; offers to young ladies board and lodging in the Establishment itself, where in addition to suitable treatment, every arrangement is made for giving them a finished and accomplished education, especially in modern languages.

The view of the seven mountains on the opposite side of the river is very fine. Excursions to Godesberg, the Drachenfels, seven mountains, and the valley of the Ahr.

RAILWAY to Godesberg; steamboats up and down the Rhine, Railway trains to Cologne, page 88.

Godesberg.—HOTELS:—BLINZER'S & BELLE VUE.

An agreeable summer residence. Fine old castle on the hill, commanding beautiful view of the Rhine. Excursions to the volcanic hill of Roderberg; the seven mountains; by ferry boat to Königswinter; the Abbey of Heiserbach.

Konigswinter—1500.—HOTELS:—

HOTEL DE L'EUROPE.

The beauties of the Rhine begin at this town situated at the foot of the Drachenfels, the nearest of the seven mountains to the river. No traveller ought on any account to omit ascending this hill, even if he have to lose a day by doing so, as the view from its summit is one of the most lovely on the whole course of the Rhine. The walk from the pier to the top is not more than half an hour, and mules are always in waiting at the foot of the ascent for those who prefer to ride;—charge 10sgr. A small Hotel at the top of the Drachenfels affords very fair sleeping accommodation, and the view at sunrise is splendid.

The best way of reaching Königswinter from Cologne is, not by the steamers, which occupy nearly four hours, but by rail to the Mehlen ferry opposite Königswinter, where boats are always waiting. By leaving Cologne by the first train, the traveller may easily reach Königswinter, ascend the Drachenfels, and proceed by steamer to Coblentz about noon. But should he be obliged to spend the day at Königswinter, he will not repent the delay, as he may find a delightful and picturesque walk, turn which way he will. Boat to Nonnenswerth and back, 20 sgr.

Excursions from Konigswinter to the Abbey of Kiesterbach or to the summit of the Lowenberg, the view from which extends into Westphalia.

Here commences a region of castles and vineyards which extends up the river as far as Walluf. From Konigswinter by steamer or rail to

Rolandseck.—HOTEL:—

This is a delightful residence for a few days. Visit the Castle and charming island of Nonnewerth, celebrated in the legend of Roland and Schiller's ballad of "Ritter Toggenburg."

Oberwinter, merely a village.

Rheinbreitbach, on the left bank, is a large village, with castles and towers, at the entrance of a valley, in which are the copper mines of Birnberg and Marienberg, now no longer worked, the largest having been inundated by the river.

At **Unkel** the cliffs encroach on the bed of the stream, so as to produce a slight rapid on one side. Just above this, and on the opposite bank, is

Remagen.—HOTEL:—

This is a most agreeable place to pass a few days at. The views on the Rhine are very fine. The hill to the right is Apollinarisberg, with its splendid Gothic church, the property of Count Furstenberg. The church was built from designs of Zwirner (the restorer of the Dom of Cologne), and contains fine fresco paintings.

From Remagen excursions are made to the beautiful valley of the Ahr—to Ahrweiler and Altenahr, the wild and picturesque scenery of which is well worth visiting.

Ahrweiler.—2500. Inns—Kreusburg.

This town is the centre of the wine trade of the valley, and is very prettily situated. The church is a fine Gothic edifice. Further up the valley the Burgundy grape is cultivated on every accessible shelf of rock, and forming most singular but picturesque vineyards. Before reaching Altenahr the scenery becomes very fine—precipitous rocks crowned by the castle—a singular tunnel cut through the rock, leads to the village of

Altenahr.—Inn; Ubrich's, at the entrance of the town. Very good. Trout.

This village is surrounded by an amphitheatre of slate rocks—partly wooded and partly covered with vines, and on the highest peaks are seen the ruins of the Castle of Altenahr, the finest object in the whole valley. No one should omit ascending to the ruins as the view from the height is magnificent. From Altenahr, if time will admit, the visitor should proceed to the Abbey of Laach—whence he should return to the Rhine through the valley of Brohl.

A little below **Erpel,** on the left bank, is a basaltic mountain, 700 feet high, called the Erpeler Ley. The vines planted on its slopes are rooted in baskets forced into the clefts of the rock.

Near **Sinzig,** (Hotel Stern) a small old town on the road between Bonn and Coblentz, about 1½ mile from the Rhine, well worth visiting.

Close to the confluence of the Ahr is the village of **Unterkrippe,** (Hotel Nassau Hof) communicating by a flying bridge with

Linz.—Hotel Nassau.

A commercial town, at which the steam vessels put in. Charles the Bold took this town in 1476; in 1632 it was taken by the Swedes, and in 1688 it was garrisoned by the French. The castle, as well as the town walls of Linz, are built of basalt, and the streets are paved with the same material. The surrounding country produces copper, iron, lead, &c., which are exported from this town, and render it a thriving and commercial community.

Andernach.—3000. Hotel:—

Hackenbruch Hotel.

An ancient town, founded by the Romans, and, in the middle ages, a free city of the empire. Enclosed with lofty old walls, it contrasts strikingly with Neuwied, further on, which lies quite open. Its Roman gate, and the ruins of the Pfalz or Episcopal palace, its ancient church and tower, with the town arms, at least 1000 years old, are well worthy of notice. Much Tarrass (or trass) made hereabout, quarried and burnt; it is a mortar or cement which stands both water and heat.

The Laacher lake may be visited either from this place or from Brohl. It is a singular sheet of deep blue water, of almost circular form, occupying what would seem the crater of an extinct volcano, 666 feet above the Rhine, about 1½ mile long, and 1¼ broad, depth in the centre 214 feet, surrounded by hills richly wooded to the water's edge. A jet of carbonic acid gas issues from a little opening on the N. E. side, and this, together with the scoriæ ashes, pumice, &c., found on the banks, gives evidence of its volcanic origin. The deserted abbey of Laach, with its five towers, forms a picturesque object in the view.

The great millstone quarries of Nieder Mendig, 2 miles S. E. of the abbey, are also well worthy of a visit. The distance from Andernach to the Laacher See is about 8 miles. Carriage there and back, 4th.—15gr. to Coachman.

Beyond this town the mountains again approach the river, forming a magnificent defile, and having, at the water's edge on the left bank, the ruined castle of Friedrichstein, the building of which was begun in the 17th century, but never finished. On the same side lies the village of Irrlich, connected by an avenue of poplars with the town of

Neuwied.—Hotel.—

Moravian Hotel.

Population 7,000. Capital of the mediatized principality of Wied. Overlooking the river is the Prince's palace, which contains a collection of very interesting Roman antiquities, chiefly from the buried city of Victoria, near Niederbiber, a village 2 miles to the N. The museum of natural history is in the Pheasantry, (Fasanerie Gebaude,) and consists for the most part of collections made by Prince Maximilian of Neuwied, during his travels in Brazil and North America. A distinct quarter of the town is occupied by Moravian brethren, whose schools and workshops are worth visiting.

The chateau of Monrepos, with its park and gardens, 6 miles N.N.E., is the object of a very pleasant excursion. Neuwied has also a flying bridge over the Rhine.

Conveyances.—For Railway, see page 88.

The castle of Allwied, at 8 miles distance is a magnificent ruin and commands a splendid view. Carriage there and back 4 thalers.

Weissenthurm (White Tower), on the right bank, so called from the old watch-tower which stands at the extremity of the village; on an eminence to the left of which is the monument of General Hoche, who crossed the Rhine at this place. Here it is asserted that Julius Cæsar constructed the famous bridge described in his commentaries; but this is very improbable, as he makes no mention of the island in mid-channel of which Hoche availed himself in his passage.

Further on to the left is **Muhlhofen,** a village at the mouth of the Sayn, from which pleasant excursions may be made through the beautifully wooded valley traversed by that stream. Royal Iron-works here

Kesselheim.—Near this are the ruins of Schönbornlust, once a palace of the Elector of Treves; famous also as the residence of the exiled Bourbon princes, and head-quarters of the army of refugees during the revolution.

Near the junction of the Moselle and Rhine stands the monument of General Marceau.

Neuendorf.—Here the smaller timber-rafts from the Upper Rhine and its branches, as also from the Moselle, are formed into the great rafts which go down to Holland.

Long before the steamer approaches Coblenz the fortress of Ehrenbreitstein is visible, while, as she reaches her moorings at that city, one of the most conspicuous objects is the stately palace of the King of Prussia, formerly belonging to the Electors of Treves, stretching along the bank of the river.

Coblenz.—28,000.—HOTELS:—

HOTEL DE BELLE VUE—first-rate, and highly recommended. Landlord, Mr. Hoche.

HOTEL DE TREVES—Terischer Hof, on the great square, a good and quiet comfortable house.

HOTEL DU GEANT—one of the best on the Rhine. Landlord Mr. Schutz.

Coblenz, the "Confluentes" of the Romans, is a strongly fortified town on the left bank of the Rhine, and right of the Moselle; capital of Rhenish Prussia, with a population of 26,000, including 4,000 military. It occupies a large triangle, formed by the influx of the Moselle into the Rhine, and has an old stone bridge over the Moselle: from this bridge there is a magnificent view. On the opposite bank of the Rhine is the rocky fortress of **Ehrenbreitstein**, with the town at its foot, containing 2,800 inhabitants, and communicating with Coblenz by a bridge of boats, 485 paces in length. The view from the summit of the fortress extends as far as the mountains of Lorraine, and will amply repay the fatigue of ascending. The old castle, near the Moselle bridge, possesses historical interest, having been the sojourn of several emperors. The church of St. Castor, at the very confluence of the two rivers, and distinguished by its four towers, dates from 836; here the grandsons of Charlemagne met, to divide amongst them his mighty empire into Germany, France, and Italy. On the left of the chancel stands the beautiful tomb of Cuno of Falkenstein, archbishop of Treves, with a painting of the Crucifixion, attributed to the old German master, William of Cologne. Here, also, Edward III. of England was installed Vicar of the Empire, by Lewis of Bavaria. The cellars under the grammar school, formerly a Jesuits' convent, are worth visiting from their great extent, containing about 300 vats, or 400,000 bottles of Rhine and Moselle wines. From the vicinity of this town to the wine districts, it forms the great depôt for the export of their produce, as also of the seltzer waters of Nassau, and the various volcanic productions of the neighbourhood.

The fortifications of Coblenz are of vast extent; of these Ehrenbreitstein is the most remarkable, having cost, it is said, 5,000,000 dollars. It has 400 cannons. The monument erected here by the French, with the postscript by the Russian general, is very amusing.

In the environs of Coblenz are Mosselweiss, a pretty village, much resorted to for recreation; Metternich, 8 miles distant, at the foot of the Krümmelberg. Here are the sources which supply Coblenz with water by pipes which pass over the bridge of the Moselle. This river is navigable to a great distance beyond Treves; during the whole of its course from that city to its mouth, 147 miles, (72 by land) it is closed in by mountains, which form a continued series of the most diversified landscapes, in consequence of the sinuosities of the stream. German steamers ply between Coblenz and Treves, from which place to Metz is navigated by a French company. Besides the beautiful valley of the Moselle itself, which contains some of the most picturesque river scenery in Germany, many of the adjacent valleys are well worth a visit.

Coblenz being one of those points on the Rhine from whence so many interesting excursions may be made, it is well, if possible, to make it a halting place for some days. Among the places most worth visiting are the following:—the Pfaffendorfer Hohe, a hill on the same side with Ehrenbreitstein, and commanding almost as fine a view; the hill of the Chartreuse; the castle of Stolzenfels, 3 miles up, in the left bank of the Rhine—vehicles there and back, 1 dollar; to the top of the Kuhkopf, the highest hill near the town; Lahnstein, on the left bank; Sayn and the abbey of Rommersdorf; abbey and lake of Laach; castle of Elz; Neuwied and Marksburg; more distant, Ems and Nassau. The neighbouring forests abound in game.

CHURCH OF ENGLAND SERVICE.—Morning service on Sundays, &c., at 11 30—Evening service at 5 30. The Rev. S. Tucker, Licensed Chaplain.

View from Chartreuse, half a mile out of the town, very fine.

CONVEYANCES.—Eilwagen to Ems, Kreuznach, Treves, and Wiesbaden. Steamers several times daily to Biebrich, Mayence, and Mannheim; as also to Bonn, Cologne, Dusseldorf, Emmerich, and Rotterdam. Steamers ascend the Moselle as far as Treves and Metz. Rail to Remagen, Bonn, and Cologne, see page 88.

Horchheim, on the left, is the last Prussian village. The island opposite is Oberwerth, on which was formerly a nunnery, now the country house of Count Pfaffenhofen.

Stolzenfels, a fine castle of the middle ages, on a projecting rock overlooking the Rhine and the village of Kapellan. This grand edifice belongs to the king of Prussia, by whom it was restored and fitted up for a summer residence; it was here he entertained Queen Victoria in a most splendid manner in 1845. It is the most beautifully situated of all the Rhine castles, commanding a prospect up the river, as far as the valley of the Drinkholde spring, with Rhense, Oberlahnstein and Marksburg included. Opposite is the lovely valley of the Lahn, and the confluence of that river with the Rhine; while down the stream the view embraces Coblenz, with its fortifications, and the mountains of Andernach in the distance.

Both banks of the Lahn, and the right bank of the Rhine, almost the whole way to Mayence, belong to Nassau.

There is a ferry from Stolzenfels to Lahnstein, and another over the mouth of the Lahn; a railway thence to Ems, up the right bank of this river. On the summit of a hill at the mouth of the Lahn are the ruins of Lahneck castle.

Oberlahnstein, an old walled town, with a conspicuous red building at the edge of the Rhine, once a castle of the electors of Mayence; near it is a small white chapel among trees, where, in 1400, the deposition of the emperor Wenceslaus, and the election of Rupert were pronounced by the electors.

Rhense, HOTEL ZUM KONIGSTUHL, a very antique town, scarcely altered since the middle ages. Near it is the Königstuhl (King's seat), an open vaulted hall, with seven stone seats for the seven electors who used to meet in it to discuss affairs of state.

Braubach.—Hotel Zur Phillipsburg.

Another ancient little town, at the entrance of he valley that winds round the Marksburg, with a ine old castle. There are copper and silver mines n the neighbourhood; there is also a road to Ems rom this place.

Marksburg, a fortress of the middle ages, in erfect preservation, being the only one of the Rhine castles which has escaped destruction.

Boppart.—Hotels:—
Hotel du Rhin and Post.

An ancient walled town, population 4,000. This is gloomy but interesting old place, of Roman origin, aving been one of the 50 castles of Drusus on the Rhine. In it are the remains of the palace of the Frankish kings, and the ruins of a fine chapel. Behind the town is the ancient nunnery of Marienberg, now an establishment for the water-cure. The walls of the Roman castrum, a quadrangle of trong masonry, still exists in the heart of the own. The situation of Boppart is remarkably eautiful. The Rhine here makes one of its most onsiderable curves, and at some distance further he mountains recede a little from the river, giving way to meadows and corn fields. The streets of Boppart are very narrow and dark, but possess many attractions for the architect and antiquary, many of the buildings presenting great peculiarities of architecture.

Salzig, an agreeable village, with large plantations of cherry trees. Opposite, on the twin peaks of a lofty rock, are the ruins of Sterrenberg and Liebenstein, called the two brothers, and the subject of a legend. At the foot of the steep mountain, in a narrow valley, is the village and ancient convent of Bornhofen.

In **Ehrenthal** are silver, lead, and copper works, whose annual produce is 100,000 florins.

Welmich, a little village with a fine old church, at the foot of the mountain on which stands he castle of Thurmberg, called "the Mouse," now ast falling into ruin; the walls are, however, still erfect. The castle called "the Cat" is above St. Goarhausen.

Marienberg—Formerly a convent and place of education; now an establishment for the cold water cure.

St. Goar.—1,500.—Hotel.—Zur Lillie.

The position of St. Goar is eminently beautiful. On the hill are the ruins of Rheinfels, formerly one of the most extensive fortresses; now a picture of desolation. Opposite is the pretty village of St. Goarhausen, and the ruins of "the Cat." Above this point a narrow defile confines the river, which is precipitated over a rocky channel; on the left is the enormous rock of Lurley, and a little higher are discovered the rocks called the Seven Sisters (Sieben Jungfrauen), the subject of a legend.

Below St. Goar we meet with the most extensive ruin on the Rhine, namely, the fortress of Rheinfels. This immense stronghold was built in 1245 by a count of Katzenellnbogen. It became afterwards, in the hands of the Landgrave of Hesse, a modern fortress, which baffled the French in 1692, but was taken and blown up by them in 1794.

St. Goar is a cheerful little town, and very desirable as a sojourn for the purpose of making excursions in the vicinity, as it lies in the midst of some of the finest of the Rhine scenery. This town is also famous for its extensive salmon fishery. Near it is a dangerous rapid called the Bank, and below this the whirlpool *Gewirr*. A very fine view is to be had from the heights above St. Goar, rising directly in face of the Lurleiberg. On the opposite side of the river is

St. Goarhausen.—800.—Hotel Adler.

Still partly surrounded with its old walls. Here begins the Forstbach, or Swiss Valley, celebrated for its beauty, being traversed by a clear stream, forming numerous cascades between precipitous masses of rock. At the entrance of this valley stands the castle of the Cat, a very picturesque object in the landscape. An excursion well worth taking is that to the ruined castle of Reichenberg, at a distance of a mile and a half inland.

On the same side, but a little above St. Goarhausen, the black perpendicular precipice of the Lurleiberg rises abruptly from the water's edge, opposite to which on the road side, is a grotto, in which is stationed a man who, with a bugle or by firing a rifle, awakens the echo of the Lurley, which is said to repeat sounds fifteen times. Above this, in midchannel, and visible at low water, are the rocks called the Seven Sisters, the subject of a legend.

Oberwesel.—Hotels:—Rheinischer Hof and Trierischer Hof.

The Vesalia of the Romans. A small town of 2500 inhabitants; very interesting to visit, and delightfully situated. The whole course of the river from Bonn, where it becomes narrower and more rapid, and onwards to Bingen, is through scenery of surpassing beauty, rocks crowned with castellated ruins, and hills cut in terraces for the cultivation of the vine, rising above the towns and villages on either bank. The church of Our Lady in Oberwesel is considered a model of the gothic style; in St. Martin's is a "Descent from the Cross," by Diepenbrock. The picturesque appearance of this town is much increased by its turreted walls and the lofty round tower called the Ox Tower, by the water side. The village of Engehölle is well worth a visit, as also the ruins of Schönberg Castle, known for the tradition of the Seven Sisters.

Caub.—Hotel Nassau Hof.

A small town on the left, above which on a steep rock, rise the ruins of the castle of Gutenfels. In the middle of the river, between Caub and Bacharach, is a well- preserved old castle, called the Pfalz, built by the Emperor Lewis of Bavaria for a toll-house. In the lateral valleys are extensive slate-quarries.

Bacharach.—Hotel Post.

A busy town of 1800 inhabitants; formerly the entrepôt for the fine Rhenish wines, which were named on this account "the wines of Bacharach."

In the Rhine, when the water is low, a large stone appears, called the Altar of Bacchus (Bacchiara)—hence the name.

OBJECTS OF ATTRACTION.—The Church of St. Peter, dating from the 12th century; the ruins of the castle of Stahleck, with its truncated walls, on a high hill behind the town, from whence there is a fine view; and the town walls, with twelve towers of peculiar construction.

Lorch.—HOTEL SCHWAN.

On the opposite bank; 1800 inhabitants. One of the oldest towns on the Rhine situated at the embouchure of the Wisperbach, and entrance of its picturesque valley, leading through Geroldstein and Langenseifen to Schwalbach, a walk of five hours. On the right bank of the Wisper is a rocky eminence called the Devil's Ladder, with the ruins of Nollingen castle on its summit. Above the village of Rheindiebach stand the round tower and broken walls of Fürstenburg, devastated by the French in 1687. The church is a handsome relic of the 12th century; in front of it is a carved stone cross dated 1491.

Close by the water's edge is the village of Nieder-Heimbach, above which appear the remains of the castle of Heimburg, and higher up the turreted ruin of Sonneck.

As we approach Bingen and Assmanshausen, those picturesque monuments of the old iron times become still more numerous.

One of them called the Rheinstein, which has been restored and fitted up in the antique style for a summer residence of Prince Frederick of Prussia, is well worth visiting. It stands upon a projecting cliff, rising almost perpendicularly from the water side. Opposite to this is the village of

Assmanshausen.

On the left, with a warm mineral spring. The fine red wine of that name is produced from the vines in the neighbourhood, which are cultivated on such steep heights as to require baskets and other contrivances to secure them in their places; some of the terraced heights are one thousand feet above the river.

One of the finest views in the whole course of the river may be obtained by ascending to the Rossel a little tower on the edge of the heights above Assmanshausen. From this village also may be made the ascent of the Niederwald.

The great gorge of the Rhine, the commencement of which is about Boppart, terminates here. It is formed by a range of mountains crossing the river's course, nearly at right angles. The Bingenloch obstructed for a long time the navigation of the Rhine; but this passage was widened to 210 feet—ten times its former breadth, by the Prussians, in 1830–32: the fragments, taken from the river bed by blasting, were formed into a monument on the road side to commemorate the work. This channel is near the right bank, and overlooked by the ruins of the fortress of Ehrenfels.

On the right, and adjacent to the influx of the Nahe, is an islet with a ruin called the Mäusethurm (Mice Tower), the scene of a strange tradition, which Southey gives in his ballad of Bishop Hatto.

Bingen.—7000.—HOTEL:—VICTORIA.

In an angle of the beautiful valley of the Nahe the frontier town of the Rheno-Hessian territory. A considerable entrepôt for trade in corn and wines. The town is much frequented by strangers. The Rhine here makes a considerable curve, and the scenery around is in the highest degree attractive. The ruins of Klopp, on the Drususberg (once a Roman castle) afford a favourite promenade and a view from the tower of the celebrated Nahethal, and the environs as far as the Donnersberg.

An agreeable tour may be made to the Rochusberg and its chapel, from whence there is a prospect of extraordinary beauty; as also up the Nahe to Kreuznach and Oberstein. Opposite Bingen, on the right of the Nahe, stands the Rupertsberg, and, about a mile and a half distant, the Elisenhöhe, from the moss-house of which there is another magnificent view. An excursion to Rüdesheim, and to the heights of the Niederwald is also recommended. From Rudesheim, on the opposite bank of the Rhine, the railway is now open to Wiesbaden, Castel, and Frankfort, see page 90. From Bingen by railway to Kreuznach, see page 90.

Kreuznach—10000.—HOTELS: OBAMENHOF; ENGLISCHER HOF.

A Prussian town in a picturesque situation in the valley of the Nahe, a fashionable watering place on account of its *Saline Spring* which is situated on an island a quarter of a mile above the town. The waters are highly beneficial in scrofulous diseases. There is a Kurhaus very prettily situated, and visitors find Kreuznach a pleasant residence.

Excursions to the top of the Rheingrafenstein which commands a fine view of the two rivers. 2. To the salt works of Theodorshalle. 3, To the valley of the Alsenz, containing several picturesque scenes and ruined castles.

CONVEYANCES.—Railway to and from Bingen to meet the steam-vessels on the Rhine.

Rudesheim.—*Stat.*—HOTELS:—

HOTEL DARMSTADT—a comfortable house, overlooking the Rhine, and close to the Railway Station. The proprietors have large cellars of the best Rhine wines.

This town is situated nearly opposite Bingen, at the foot of the mountain, which is covered with vineyards, and produces the best quality of the celebrated Rüdesheim wine. The old tower and the castles close to the waters' edge are worthy of notice. Persons who have not seen the view from the Niederwald should land at Rudesheim and ascend the heights above, which command several of the finest views of the Rhine. On the left will be seen a beautiful panorama of the Rhine; the chateau and vineyards of Johannisberg, the castle and park of Biebereich; further on, the town of Mayence, and opposite Bingen at the junction of the Nahe with the Rhine; the view of the ruin of Ehrenfels; and lastly, the Bezauberte Höhle (magic cave), whence there are miniature views of three different landscapes, exquisitely beautiful, as to elicit the greatest admiration. Returning from this excursion,

aught of the delicious Rudesheimerberg, Rottand, or Hinterhausen wines, will be found a great luxury.

Messrs. Dilthey, Sahl, & Co., of the Darmstadt Hotel, are large wine growers, and have extensive cellars of the choicest wines of the most remarkable vintages, and a collection of *cabinet wines*, from the best vintages of the *Rheingau*.

CONVEYANCES.—Rail to Wiesbaden, Frankfort, &c., see page 90. Steamers up and down the Rhine. Carriage drive to Schalgenbad in 2 hours.

Geissenheim. — 2300. — HOTELS. — Schow Aussicht and Stadt Frankfort. Duchy of Nassau. Noted as well as Rüdesheim for its wines; one of the most beautiful places in the Rheingau, situated at the widest part of the stream, which here measures 2000 feet; there are many handsome country seats, among which the villa of Baron V. Zwierlein is worth visiting, for its collection of painted glass.

Johannisberg, on its celebrated vine-clad hill, is a prominent object here. The castle belongs to Prince Metternich, who has laid out the grounds with much taste. The vines cover a space of 65 acres; those most esteemed grow round the castle, and indeed partly over the cellars.

Hence on to Mayence, are numerous islands.

Eltville—2000—
New road hence to Schlangenbad and Schwalbach.

Bieberich.—*Stat.*—HOTELS:—
HOTEL DE L'EUROPE.

On the Rhine, the summer residence of the Duke of Nassau; his palace looks well from the river. The greenhouses display very great taste, and are nearly always open to the public. The gardens attached are very extensive and much admired. A beautiful statue has recently been added.

Divine service of the Church of England in the chapel of the Duke of Nassau's palace, every Sunday at 12 noon and 6 evening, by a resident English clergyman.

CONVEYANCES.—Railway trains to Wiesbaden and Frankfort, see p. 90. Steamers up & down the Rhine.

Castel.—*Stat.* —HOTEL:—
BARTH'S INN.

A town and fortress on the right bank, almost a suburb of Mayence, 2,500 inhabitants, and connected with it by a bridge of boats. Here is a station of the Wiesbaden and Frankfort Railway. The Rhine and Netherland Steam Navigation Companies have established here a commodious landing jetty, to spare travellers the *détour* by the bridge.

For Railway, see page 90.

Travellers bound for Frankfort leave the steamer here; the station is close to the jetty.

Mayence — *Mainz*, German — (*with Map in Special Edition*).—HOTEL:—

HOTEL D' ANGLETERRE—a first-rate and excellent hotel, in front of the bridge, and commanding a beautiful view of the Rhine; landlord, Mr. Specht

Mayence is the most considerable fortress of the German Confederation; 10,000 garrison, half Austrians, half Prussians: 38,000 inhabitants. The Cathedral dates from 978, and has several good monuments; it is built of red sandstone, peculiar architecture, and very picturesque style. It contains a Statue of Guttenburg. In the old Electoral Palace are the museum of Roman Antiquities, the finest perhaps in Germany; paintings; large cabinet of natural history; coins and medals; model of a double bridge, seemingly very suitable for the Thames, intended to have been built by Napoleon over the Rhine; the astronomical clock, by Alexius Johann, one of the most scientific pieces of mechanism extant; also, the town library, (open daily, excepting Sa. & Su.) containing about 100,000 vols., manuscripts of 10th century downwards; the first psalter of Guttenberg, inventor of printing, who was born here, 1397; his statue, after Thorwalsden, stands before the theatre. For the tomb of Drusus, in the citadel, an order is requisite. On Fridays, from 4 to 8 p.m., much company is attracted from Wiesbaden, &c., by the splendid performance of the regimental bands, to the public gardens. A fine view is had here of the Rhine with the Taunus mountains in the distance, and of the Maine, on the right bank of which, about three miles off, is seen Hochheim with its vineyards producing the celebrated Hock. The sparkling Hock is made in Mainz, which possesses a large trade in Rhine wines generally, and corn. Outside the Münster-Thor, beyond the cemetery, at Zahlbach, are very considerable remains of the Roman aqueduct. The Roman aqueduct is reached more expeditiously by the Gau Thor than by the Munster Thor. The town authorities have fitted up the chapel of the late convent of St. Clara for the use of the English. There is a bridge of boats here.

CONVEYANCES.—By steamer, in 4 hours, to Coblenz, 8 to Cologne, 30 to Rotterdam. Railway to Darmstadt and Aschaffenburg, see page 91; also to Heidelberg, Strasburg, and Paris, see pages 96 and 97.

Oppenheim.—*Stat.*—2,500. The Church of St. Catherine, purest gothic style, (built 1262-1317), contains several superb sculptures and tombs, and stained glass in a good state of preservation.

CONVEYANCES.—For Railway, see pages 96 & 97.

Gernsheim. — Population 3,000; the birthplace of Pierre Shoeffer, an early printer, in whose honour there is a handsome monument.

Worms.—*Stat.*—HOTEL:—
GASTHOF ZUM ALTEN KAISER.

Population 8360, besides the garrison. The Cathedral is a venerable monument of the eighth century, completed in 1016, and inaugurated in the presence of the Emperor, Henry II. The memorable diet at which Luther appeared was held here by Charles V, in 1521. Rosenwald, on an island where the valiant Siegfried killed the dragon, is the scene of the romantic poem, the *Niebelungen Lied*. Public Places—the Markets, the Place St. Andre, St. Martin, and St. Paul, Hotel de Ville, &c. In the ancient city of Worms on the Rhine, there existed a convent of Capucines, the church adjoining is called the Liebfrau Kirche, erected in the 9th century. The edifice is constructed in the gothic style, and is very well worth a visit on account of its architectural merits. Immediately on the south

and south-eastern sides of the church lie the celebrated vineyards, where the Liebfrauenmilch is grown, the best quality of the wine is produced nearest the walls of the church, and the estate, which is enclosed by a wall, is called the garden of the Capucines, it is the property of the house of P. J. Valckenberg. The grapes which yield this fine Rhine wine are of the Riesling kind.

CONVEYANCES.—For railway, see pages 96 and 97.

Mannheim.—*Stat.*—HOTELS: –

HOTEL DE L'EUROPE.—A first-class house for families and gentlemen, situate nearest to the Rhine, and the landing place of the Rhine steamers. Mr. Wm. Hillingass, Proprietor.

At the influx of the Neckar into the Rhine, with 25,000 inhabitants. It is a clean and well built town, but monotonous on account of the regularity of the buildings. The largest building in the town is the Grand Duke's palace, wherein is a picture gallery and a cabinet of natural history; the most pleasant walks are, the garden behind the palace and the Plankenstrasse. In the neighbourhood lies Schwetzingen, with its beautiful garden. There is here a chain bridge and private gardens near it, also a Theatre and fine Orchestra.

CONVEYANCES.—Steamers to Cologne, Railway trains to Heidelberg, Carlsruhe, Baden, Kehl (for Strasburg), Freiburg, and Basle, thence to Sissach see page 94; to Darmstadt and Frankfort, page 91

Ludwigshafen.—*Stat.*

Connected with Mannheim by a boat-bridg across the Rhine: it is also a Station of the Rail way to Mayence, see pages 96 and 97.

Leopoldhafen.—A little village where pa sengers are landed to go to

Kehl.—*Stat.*—2200.—HOTEL:—

HOTEL DE L'AGNEAU BLANC– Post House—goo accommodation, moderate charges, and obligin landlord, English spoken.

Persons wishing merely to visit Strasburg will fi an omnibus at the Station on arrival of each trai to convey them to the above Hotel, where the will be as well lodged as at Strasburg. Carriag are always ready to take them to Strasburg a back, thus avoiding the inspection of luggage, whi takes place each time of crossing the Rhine.

CONVEYANCES.—For railway see pp. 93, 94, & 9

Bale, Basle, or **Basel.**—*Stat.*—23,000.

For HOTELS and description, see page 343.

CONVEYANCES. — Railway to Efringen, Ke (Strasburg), Heidelberg, Mannheim, and Frankfo see page 95; to Olten and Lucerne, see page 150; Sackingen and Waldshut, see page 94. There also a railway on the French side of the Rhine Strasburg, see page 59. Diligences, see page 216

GERMANY,

Including SAXONY, BAVARIA, WURTEMBURG, and the INDEPENDENT STATES.

London to Bremen.—By the North German Lloyd's Steamers, every Tuesday and Friday evening. See page 198.

London to Hamburg.—Steamers leave the Tower two or three times a-week for Hamburg early in the morning. (See page 198.) The average passage is 45 hours. By the route *via* Dover and Ostend, thence to Cologne, from which place Hamburg may be reached in 19 hours, making the whole time from London about 37 hours; by the General Steam Navigation Co.'s Steamers, every Wednesday and Saturday, see page 198.

London to Rotterdam.—By General Steam Navigation, or Netherlands Co.'s Steam Boats, direct from St. Katharine's Steam Wharf. From Rotterdam by the Dutch Rhenish Railway, by which passengers can book through to the principal cities of Germany.

Hull to Bremen.—By the North German Lloyd's Steamers, every Wednesday and Saturday. See page 193.

Hull to Hamburg.—By Lofthouse, Glover, & Co.'s Steamers, the Hull Steam Packet Company's Vessels, and the Elbe-Humber Co.'s Steamers. See page 193.

West Hartlepool to Hamburg.—The West Hartlepool Steam Navigation Co.'s Steamers. See page 212.

The Eilwagen travels both by day and night, the Stellwagen only by day, and is therefore preferable for Tourists.

Money.—£1 is about equal to 12 florins; the florin, 60 kreutzers.

Achern.—HOTEL:—

HOTEL D'AIGLE.

Altenburg—*Stat*—on the Pleisse, capital of the Duchy of Saxon-Altenburg: 14,200 inhabitants. Rathhaus; Promenade. The castle is remarkable; it consists of two parts, the older portion built in the 13th, and the newer part in the 17th century.

CONVEYANCES.—Railway, see page 125.

Aschaffenburg.—10,000.—*Stat.*—HOTELS:—HOTEL FREIHOF; very comfortable.

Aschaffenburg, situated prettily on the right bank of the Maine, not far from the forest of Spessart, the largest in Germany. The ancient Hercynia of Cæsar and Tacitus This town was the station for the 10th and 23rd Roman Legions. The Frankish kings had a palace built on the ruins of a Roman castle. The ex-King of Bavaria, Ludwig, caused an exact model of a Roman villa to be built on the banks of the Maine, after the plan of one in the ruins of Pompeii; the paintings on the walls are executed by the first artists, and it is interesting to see the private dwellings of a Roman citizen brought within our understanding. The present royal residence is a handsome palace, built in 1606. The palace was built by the Archbishop-Electors of Mayence, as a summer residence. The church is worthy of attention, built in 974. There is a monument in bronze of Cardinal Albert of Brandenburg, by Peter Vischer, a bronze Virgin by his son Hermann, and another monument in bronze, by Hack. Here are promenades.

CONVEYANCE.—Railway, see pages 91, 96, and 97. Diligences, see page 215.

The other road to Kissingen recommended to travellers is by Rail from Frankfort to Hanau, and by Post to Schlicterne and Brukanau.

Augsburg.—36,000—*Stat.*—HOTEL.

DREI MOHREN (Three Moors)—good.

Augsburg, at the influx of the Wertha in the Lech; a considerable manufacturing town, with picturesque houses. Great trade in money and exchange.

OBJECTS OF ATTRACTION.—The Maximilian street, with its bronze fountains, by Adrian de Vries, 1599, and the well of Augustus, by Hubert Gerhard, 1590; the town-hall, a beautiful building in the Italian style of architecture, by Elias Hole, 1620; the cathedral, an irregular building in the Byzantine style; the castle or palace in which the Emperor Charles the Fifth resided when the Augsburg confession was presented to him, 1635; the St. Ulrich and Afra church, with many monuments of the family of Fugger; the so-called Fuggerei; with its Golden Chamber, the Confession Hall, interesting in the History of the Reformation; the inn of the Three Moors, of which mention was made in the year 1364, and no doubt one of the oldest in the world; the store-house; the museum and news-room; the poor-house; the industrial school, and the academy for the study of painting. In the neighbourhood,—Park, Bavarian and Schwabian Himmelreich, Tivoli, Rosenau, Göginan, Schatzler's villa. Algemeine Zeitung published here.

OMNIBUSES run between the railway stations and the following places, calling at the different inns in their route,—St. Ulrich's kirche, St. Margaretha, Gasthofe, and St. Jacob's kirche.

CONVEYANCES.—Railway, see pages 134 and 135 Diligences, see page 215.

Baden-Baden.—*Stat.*—7,000—HOTELS:—

VICTORIA HOTEL, very good and highly spoken of. Messrs. F. & Ph. Grosholz, proprietors.

HOTEL ROYAL, a newly built establishment, said to combine every modern improvement.

HOTEL DE HOLLANDE, near the Kursaal, one of the best in Germany, and table d'hôte at 1 and 5 o'clock; highly recommended. Proprietor, Mr. A. Roessler.

Baden-Baden is invested with peculiar attraction by the picturesque beauty of its situation, being romantically seated on the banks of the Oos, and embosomed among majestic hills—the children of the Black Forest; it is chiefly built on the slope of a hill, owing to the narrowness of the valley, which consists for the most part of charming prairies, whose light green forms a pleasant contrast to the dark fir-trees that cover the surrounding hills. This excellent site of the town is added to by the mild climate, inasmuch as the neighbouring mountains check the north and east winds, and the hot-wells concealed in the bosom of the earth impart warmth to the soil. These springs were known to, and appreciated by, the Romans, who colonised the spot, and named it *Civitas Aurelia Aquensis*. At one period, Baden was considered the most fashionable watering-place in Germany, and is to-day by far the most beautiful of the baths of North Germany, not even excepting that of the Brunnen of Nassau. The numerous agreeable promenades, cutting through the woods, will furnish a traveller with means of quiet recreation and healthful walking, even in the fierce glow of a midsummer sunshine. The season is at its height during the months of July, August, and September; but from May to October a succession of visiters continue to arrive and depart. The time for assembling to drink the waters, is between 6½ and 7½ a.m., when the band plays from a kind of pavilion. On the left bank of the Oosbach, we see the "Promenade" and "Conversationshaus"—a magnificent building, adorned by a Corinthian portico, and surrounded by tastefully laid out gardens and pleasure-grounds. It consists of rooms and saloons, in which are given fêtes, concerts, performances of all sorts, and dancing three times a week. There is also an excellent gratuitous Reading-room and Library, in the Conversation House, and another one belonging to Mr. Marx, to which visitors can subscribe. There is in the establishment a great restaurant and coffee-house called *Restauration*. The *rouge-et-noir* tables are much frequented in the evening. The avenue leading to the Conversation House is filled with stalls of traders from Switzerland and the Tyrol, and even from Paris; and in the evening, after dinner, the entire place is filled with chairs and tables, occupied by visitors sipping coffee, ices, &c., or smoking, while listening to the music played by the best bands in the country.

Above the town we see "das Neue Schloss," or new castle, so called to distinguish it from the old one, on the top of the hill. The halls, judgment seat, and horrible dungeons in this castle, ought to be visited. Their appearance will freeze and chill the very life's blood of the spectator who looks on them for the first time, and reads in their iron rings, racks, knives, and instruments of torture, the awful punishment inflicted on the victims of man's barbarism and society's cruelty. Baden is also memorable as being the seat of the Secret Tribunal (Vehmgericht), similar to that described by Scott in *Anne of Geierstein*. The parish church is worth notice, chiefly as the burial-place of and containing many monuments to the Margraves of Baden.

English church service in Spital Kirche twice every Sunday.

Delightful excursions can be made from here to das Alte Schloss, an hour's walk; to Ebersteinburg; the Jagdhaus, or hunting-lodge, near the Lichenthal, &c.;—from the first two are delightful views.

MANUFACTURER OF SCULPTURE IN BUCK-HORN AND IVORY-CARVED WOOD, &c., Chs. Stuffer and Binder, Place Leopold, No. 365, and at the Promenade, No. 4.

CONVEYANCES.—Railway trains to Carlsruhe, Heidelberg, Mannheim, and Frankfort. see pages 94 & 95; to Oos, see page 96; to Strasburg, Freiburg, & Basle, see page 94.

Baireuth or **Beyreuth.**—16,000—HOTELS:

SONNE and ANKER.

Formerly a royal residence. Its two palaces are now formed into public offices and barracks; in the one called Neue Schloss, there is a small collection of paintings and a large public garden. The town contains a bronze statue of Jean Paul Richter, a large cotton factory, and its environs are pretty, being in the vicinity of what is called Franconian Switzerland.

CONVEYANCES.—Railway to Neumarket, *en route* t Frankfort

Bamberg.—21,000—*Stat.*—INNS.—

BAMBERGER HOF, good; rather an antiquated old house.

Bamberg, on the Regnitz and the Ludwig canal, is a beautiful town. Junction of the Regnitz and the Maine effected here, thus joining the Baltic and the Black Sea. The chief objects of attraction are the cathedral, which is one of the finest in Germany; the Palace; the Pfarrkirche; the Rathaus, and the view from the ruined Castle of Altenberg, situated about a mile and a half from the town; this view is considered one of the finest in Franconia.

CONVEYANCES.—Railway, see pages 132 and 133. For Diligences, page see 215.

Bremen.—*Stat.*—HOTEL:—

HOTEL DE L'EUROPE, a first-class house, highly recommended.

Situated on the Weser, and containing in the city and suburbs upwards of 75,000 inhabitants. It is divided by the Weser into the old and new towns.

The fortifications of the city having been destroyed, the ground on which they stood has been laid out as public gardens, in the English style, with running water, sheltered walks, &c. The principal buildings, besides its churches, are the City Hall, the Exchange, Museum, Theatre, and Hospital. Paintings at Mr. Albir's, and the Kunsthalle. Olbers and Heeren were born at Bremen. Bremen does an immense trade in tobacco, and has the largest cigar manufactories in the world; shipbuilding is carried on to a considerable extent, and there is a large trade between this important port and America, as well as with almost all parts of the globe. Rail to Hanover, see p. 101; Diligences, page 218.

Bruckenau, a fashionable resort on account of its chalybeate waters. It is situated about 17 miles nearly north of Kissengen.

Brunswick.—*Stat.*—HOTEL:—

HOTEL D'ANGLETERRE, an excellent house.

THE GERMAN HOTEL—First class for families and gentlemen, situated in the centre of the town.

Brunswick on the Ocker, 38,000 inhabitants, a town with clean streets, much picturesque architecture in the old buildings, and surrounded with walks and parks, beautifully laid out; the new palace is a neat edifice, built after the plan of Ottmer; the permission to inspect it costs two dollars!! and is not worth the money. The museum in the arsenal has the usual attractions, and is open every day excepting the last Sunday in the month. The cathedral, or the church of the Holy Blasius in the gothic-Norman style, was completed in the year 1194, by Heinrich der Löwe who lies buried here, as also his wife; the Duke of Brunswick, who was slain at the battle of Jena. The Duke, his son, who fell at Quatre Bras; and on the coffin of the Duke may still be seen the withered garland spread by his people on his bier; and the unfortunate wife of George IV., Caroline of Brunswick, also lie buried here. Near the church stands a large bronze lion, which Heinrich der Löwe (Henry the Lion) brought from Constantinople. In the promenades is the large and beautiful monument erected to the memory of the two Dukes of Brunswick, who fell at Jena and Quatre Bras. Before the gate Steinthor and Augustthor, is the monument of the valiant and unfortunate Schill, who died in 1808. Very interesting is the lately restored Town Hall, Altstadtrathaus, and the fountain at the Altstadt Markt; also the Richmond Park before the Augustthor.

CONVEYANCES.—Railway trains to Schladen and Harzburg, and also to Wolfenbuttel, page 104.—To Hanover, Minden, pages 102, 103.—To Magdeburg, page 105.—To Magdeburg, Kothen, Halle, and Leipsic, page 108.

Cannstadt.—*Stat.*—HOTEL.—[illegible] AND FEHRM'S.

Cannstadt is situated on the fertile shores of the Neckar, containing 4000 inhabitants, celebrated for its mineral springs, and the beauty of the situation besides its salubrity. The Kursaal is very elegant, and distinguished for its fresco paintings; three quarters of an hour from Stuttgardt, a pleasant walk through the Royal Park, or 10 minutes by Railway. Travellers would do well not to remain in the unhealthy town of Stuttgardt, but continue their journey 10 minutes longer to Cannstadt, from which place they can visit every thing worth seeing. It is recommended to tourists on account of its mild climate during winter. It has an Institution for the cure of all distortions of the human frame.

Waters recommended for stomach complaints. Forbidden to salute here by lifting the hat.

ENGLISH PHYSICIAN—Dr. Buckhart.

CONVEYANCES.—Railway, see page 130.

Carlsruhe.—*Stat.*—24,000.—HOTEL:—ERBPRINZ—good.

Capital of the Grand Duchy of Baden. Amongst the edifices are the Palace, the Protestant and Catholic churches, built by Weinbrenner; the Palace of the Count Palatine of Baden, and the Polytechnic School, the latter in the architectural style of the middle centuries. Before the castle is a bronze statue of the deceased Grand Duke of Baden by Schwanthaler; a pyramid of red sandstone in the interior of the town points out the grave of the founder and builder of the town. A poor gallery of paintings, open 10 to 12 and 2 to 4 daily. Botanic garden and promenades in Palace Garden, all open. Magnificent new theatre, amongst the finest in the world. All the streets radiate from the palace. English Church service regularly performed in the Chapel of the Stiftung, adjoining the Mushlburg Gate. The Rev. Mr. ALDERSON, Pastor.

CONVEYANCES—Railway trains to Heidelberg, Mannheim, and Frankfort, see page 95; to Baden, Kehl, Offenburg, Freiburg, Haltingen and Bale, see page 94. Railway to Landau, Pforzheim, Stuttgardt, Wildbad, and Zweibrucken. Fare, 4 fl. 10 kr. The Post station adjoins the Railway.

Cassel.—*Stat.*—33,000—HOTEL:—

Is the capital of Lower Hesse, and seat of the Electorate. Divided into the Old Town, the Lower New Town, and the Upper New Town, and situated on the Fulda. Enjoys a fair manufacturing trade in linen, cloth, hats, and porcelain. Its objects of attraction are rather few. In the Friedrich's Platz, one of the largest squares in Germany, is the Elector's Palace, a building devoid of any imposing effect, and far surpassed by very many of the hotels inhabited by the bankers in Frankfort. Near it stands the Museum, one of the prettiest buildings in Cassel; and immediately to the rear are the Government Offices. A very fine view of the valley and windings of the Fulda, as also of the remote Mount Meissner, can be enjoyed from an open side of the square on the brow of the hill. In the middle of the square there is a statue of Frederick II., the founder and patron of the principal establishments and collections of art in Cassel.

THE MUSEUM is open daily, from 11 to 1: it contain

a library of 90,000 volumes, a cabinet of curiosities well worth attention, the collection of natural philosophy, and the picture gallery, in which are some valuable paintings, and much trash.

Fischer, intelligent English bookseller.

The THEATRE is also worth notice. It was built by King Jerome Buonaparte. The famous gardens of Wilhelmshöhe, the Versailles of Germany; in them is the Elector's summer palace, about three or four miles from Cassel. The conservatories and fountains behind it are the highest in Europe, except that at Chatsworth. Wednesday and Sunday are the best days for a visit. Waterworks play at half-past two.

The Cascade of the Karlsburg is worth a visit. At the top is a colossal statue, over which falls, at intervals, a stream of water. The statue is led up to by a flight of stone steps 900 feet long. The hill can be ascended by means of a carriage road. On a sort of landing, half-way up the stairs, the Giant Enceladus, rudely carved, is represented in a horizontal position, a mountain of rocks covering his bosom. An eight-sided figure, 1,312 feet over the Fulda, topped by a pyramid supporting the colossal figure of Hercules (31 feet high) manufactured of beaten copper, surmounts the Chateau d'Eau: within the hollow of the club eight persons can be accommodated, and enjoy a very fine view of the surrounding country from a small window constructed therein. The Aquatic Staircase and Temple of the Winds employed 2000 men for fourteen years.

Lowenburg Foy Castle, met with in the descent, is worth notice. Its contents are—armour, belonging to the Great Condé; a curious collection of drinking glasses; some portraits of the Tudors and Stuarts, and a library of romances. The chapel contains the remains of the Elector who built it.

CONVEYANCES.—Railway, see pages 92 and 101; Diligences, see page 220.

Chemnitz. — *Stat.* — HOTEL:— ROMISCHER KAISER.

47 miles S.W. of Dresden; population 27,000. The most considerable manufacturing town in Saxony, producing hosiery which rivals that of England; the condition of the factory-people here is very superior to that in most other places, as they almost all possess freehold cottages, with gardens, which they cultivate themselves when the work at the looms happens to be slack; and they thus improve their means and recruit their health at the same time. Chemnitz is also famous for its manufactures of machinery for spinning. Its ancient fortifications, having been levelled, afford agreeable promenades; outside the town is the former Schloss, once the residence of the Elector, but now an inn.

CONVEYANCES.—For Railway, see pages 125 & 126.

Coburg.—*Stat.*—HOTEL.
HOTEL GODNER LÖWE.

Coburg, is the capital of a principality of the same name, situated on the river Itz or Itsch. The market-place is a fine square, and contains the government offices and town-house. Here is a celebrated academy, founded in 1597, also a castle, and a good theatre. Leopold, who married Princess Charlotte of England, and afterwards became King of Belgium, is a descendant of the Coburg family. Prince Albert, who married the Queen of England is of the same family. The inhabitants carry on some traffic in wool. Population 7000. 100 miles from Frankfort-on-the-Maine.

CONVEYANCES.—Rail to Eisenach, Lichtenfels, &c., see page 116.

Darmstadt.—*Stat.*—HOTEL.—DARMSTADTER HOF.

Darmstadt, the dull capital of the grand duchy of Hesse Darmstadt, and residence of the Grand Duke. Population 22,000, principally Protestants. In the new town the streets are wide and regularly built. There is one good square, called the Louisenplatz, in which is a fine monument in memory of the last duke. The railway station is outside the Rheinthor. Museum of paintings and casino.

CONVEYANCES.—Railway to Mayence, Frankfort, Mannheim and Heidelburg. See page 91.

Donauwörth—*Stat.*—HOTEL.—HOTEL KREBS—a well-built town of Bavaria, seated on the north bank of the Danube, at the influx of the Wernitz; 25 miles from Augsburg; here is a bridge over the Danube. Population 3,000.

CONVEYANCES.—For Railway, see page 133; Steamboats down the Danube to Ratisbon, and thence to Linz and Vienna.

Dresden—*Stat.*—(*Map in Special Edition.*)—HOTELS.—

HOTEL ZUM KRONPRINZ,—Crown Prince Hotel, one of the best in Germany, and deservedly recommended.

VICTORIA HOTEL.—This magnificent, first-rate, and highly recommended house, is kept by Mr. Edward Dremel, son of the well-known Mr. Dremel of the Grand Monarque Hotel, at Aix-la-Chapelle.

HOTEL DE SAXE, a first class Hotel, very highly spoken of.

HOTEL DE BELLE VUE.—A first-class Hotel for families and gentlemen, admirably conducted and highly recommeded.

Capital of the kingdom of Saxony, celebrated on account of its charming environs and the extraordinary richness of its works of art; situated on both shores of the Elbe, which are united by a beautiful bridge, 552 yards long; 90,000 inhabitants. The terminus of the Leipsic and Dresden Railway is in the Neustadt, on the right bank of the Elbe. Trains to Leipsic five times a-day (see page 111). Fiacres and omnibuses convey passengers to all parts of the town, for 10 and 5 neu groschen.—By way of Ostend and Cologne, Dresden may be reached in 60½ hours. The traveller should, by all means, visit The Saxon Switzerland. There is a railroad to Konigstein, from whence he may visit that fortress, and take a boat down the river to the Bastei, a most delightful place.

Exquisitely finished miniatures for brooches, bracelets, or pictures are taken here for moderate prices; also, copies on enamel of the celebrated pictures in the gallery. The prices of these latter range from 5s. upwards.

OBJECTS OF ATTRACTION.—The celebrated Dresden Gallery; the Grüne Gewölbe, or Green Vaults, a collection of precious stones, gold and silver ornaments, and articles of vertu, valued at several millions sterling; the Frauen Kirche, with a beautiful dome, altar, and organ; Catholic church, Synagogue; Zwinger and Japanese Palaces, and Brühl Terrace, where there is a most excellent coffee-house; Armoury, said to be the most complete and curious in Europe; Academy of Arts, Catholic church-yard, Bath of Link (tea-gardens), Museum of China Work; good opera, flower-market, &c. Valet de Place necessary, fee 1 th. per day, (3s.) "Dresden Anzeiger" gives daily list of places open.

BRITISH ENVOY—Hon. Mr. Forbes. CHAPLAIN—Rev. C. Lindsay.

PHYSICIANS.—Dr. F. Elb, 30, Waltenhaus Strausse. Dr. Bernhard Hirschel, 7 Johannisstrasse. P. Pincoffs, M.D. &c., late civil Physician to the Scutari Hospital.

Jeweller.—M. Elimeyer. See advertisement.

Banker and Exchange Office.—Mr. P. Elimeyer gives the best exchange, and we recommend English travellers to his office, No. 7, Wilsdrafergasse, with every confidence.

CONVEYANCES.—Railway to Burxdorf, Herzberg, and Berlin, page 113.—To Zittau & Gorlitz, p. 128.—EILWAGEN to Marienburg, &c. See page 223. Steamers ascend the Elbe to Leutmeritz, (whence there is a Railway to Prague) passing through the Saxon Switzerland. Railway from Dresden to Prague. See page 138.

The easiest and most profitable way of visiting Saxon Switzerland, particularly for those who cannot devote much time to it, is, to set out from Dresden in the morning by Railway, with a ticket for the station "Potscha," there to leave the train, cross the river Elbe to Wehlen, ascend to the Bastei rock and go on as far as the little town of Schandau, and sleep there. The next day the traveller goes by the Kuhstall, the Winterberg, and the Prebischthor, to Herniskretschen, where he meets the steamer for Dresden at 5 o'clock, and reaches that city at 8 in the evening.

CABS are stationed in a great many public places. Fares, 6 groschen for half an hour.

Carriages with 2 horses—charge, 4 thalers a whole day, 3 thalers half a day, and 20 groschen one hour.

Steamers go up the river to Saxon-Switzerland at 6, 9, and 2 o'clock. Coming down the river to Dresden, they leave Aussig at 10, Tetschen at 12 noon, and 4 p.m., and Herniskretschen at 11½ in the morning, and 5 o'clock evening. Pillnitz at 8½, 7½ and 8½ evening.

Railway travellers coming down from Prague will do well to leave the railway at Aussig, and to go at this place on the steamer, the trifling sacrifice of time being richly repaid by the charming beauty of the scenery brought before the eyes of the traveller on the river.

POST OFFICE.—All letters posted before 3 o'clock in the afternoon, will be forwarded the same day.

Daily post of letters from England, France, Russia. Delivery of letters after arrival of respective trains. Letters to and from London commonly take 3 days.

Electric telegraph in operation between Dresden, Belgium, France, Vienna, Berlin, Breslau.

English Divine Service—Sunday at 11 & 3 o'clock

Roman Catholic Church—Musical Mass—Saturday, at 4 afternoon; Sunday, at 11 in the morning.

Protestant Churches.—Divine Service.—Sunday, at 9 and 10 in the morning.

Picture Gallery—Admission free on Tuesdays, Wednesdays, and Thursdays, from 10 till 4; on other days, payment is required. French catalogues, at 30 groschen, to be had at the doors

The Green Vaults, engravings, China Collection and Armoury, are to be seen only by tickets at 2 thalers, and good for six persons.

The Royal Library, admission free, open daily for public use till 1 o'clock.

Royal Opera or Theatre daily. Doors open at 5, performances commence at 6 o'clock.

Eisenach.—*Stat.*—HOTEL.

HOTEL HALBE MOND—good. A well-built town on the Nesse, 40 miles west of Weimar, and 26 west of Erfurt, with which places, as well as Halle, &c., it is connected by railway (see page 103). It has about 10,000 inhabitants, chiefly engaged in woollen manufactures. It contains five churches, a gymnasium, and a library.

Ems.—HOTELS:—

HOTEL DES QUATRE SAISONS, opposite the Kursaal—A first-class Hotel for families and gentlemen. The exchange office of Messrs Huyn & Balzer is in this hotel.

This fashionable watering place is very prettily situated on the two banks of the Lahn, between rather lofty hills. The town has been much improved during the last few years. The Kurhaus is a splendid establishment; and the promenade in front, crowded with visitors of all nations. The Kursaal is open at all times gratuitously to strangers.

The waters of Ems are taken in the morning before breakfast and after dinner, and are considered peculiarly efficacious in complaints of females. The season begins in May, and lasts till the middle of September.

EXCURSIONS.—1. Up the Baderlei, to the Schweitzer Haus a Café. 2. To the Forsthaus. 3. To the Lindenbach Valley. 4. To the Castle of Sporkenberg. 5. To Baldinstein; or a visit to the castles of Nassau, higher up the Lahn Valley.

CONVEYANCES.—Rail to Lahnstein, see page 88. Steamers thence up and down the Rhine. Diligence to Nassau, Schwalback, Wiesbaden, &c.

Erlangen.—*Stat.*—INNS.—

GOLDENER SCHWAN.

Erlangen, University town, on the Regnitz.—10,000 inhabitants. Celebrated for its beer. Half an hour's ride, by railway, from Nuremberg, see page 132.

Esslingen or **Eszlingen.**—*Stat.*—INNS.—HOTEL KRONE.

Esslingen, on the Neckar; cotton and hardware manufacturing town, with 6,500 inhabitants. Fine view from the old castle. Here is the establishment of Dr. Stummel for the cure of nervous affections. In the neighbourhood, on the Rothenberg, is situated the Russian chapel; important on account of the statues of the Four Evangelists, by Dannecker and Thorwaldsen.

CONVEYANCES.—Railway to Ulm, Friedrichshafen, Stuttgart, and Heilbronn, see page 130.

Frankfort-on-the-Maine—*Stat.*—(*with Map in Special Edition*).—HOTELS:—

UNION HOTEL, formerly Weidenbusch, well known, excellent, and reasonable family hotel. Mr. Mevi, Proprietor.

LANDSBERG HOTEL, an old established, spacious, and particularly comfortable house; an extremely liberal Table d'Hote; choice wines, and good attendance.

RHEINISCHER HOF, RHINE HOTEL, near the Railway Station. Mr. W. Schaefer, proprietor.

HOTEL DE RUSSIE, one of the best in Europe, conducted by Mr. Reid, well known to English travellers for his obliging civility and attention.

THE ROMAN EMPEROR, an hotel of European celebrity, much frequented by European travellers, reputed for its elegant accommodation,-comfort, and attention. Messrs. Lohr and Alten, proprietors.

Frankfort is one of the noblest cities in Germany, connected with high recollections, and doing honour by its fame to the spirit of commerce. It has always been a striking object to the traveller, and it has been greatly improved and embellished. Its shops, streets, and public buildings, all exhibit the progress of industry, activity, and invention. Frankfort is one of the liveliest and pleasantest of continental residences. It is a free town, with 70,000 inhabitants, and seat of the German Diet. Promenades extensive and fine, suburbs fine; there is a good casino or club, also a good post-office. Amid a great variety of objects to interest the traveller in this place may be mentioned as worthy of inspection the Hotel de Ville (Roemer). It is a building of the 15th century, less remarkable for its architectural appearance than for its historical note. Here is the Electors' room, at present the Hall of the Senate, where the electors or their deputies used to assemble; the Kaisersaal, with the portraits of all the Emperors, from Conrad I. to Francis II. In it is also preserved the relic known as the Golden Bull. There are several paintings in the Hall which has been redecorated in the ancient style. On the end wall is the Judgement of Solomon, by Steinbe. The Kaisersaal is open to the public on Mondays and Wednesdays, from 10 a.m. to 1 p.m. The Domkirche or Cathedral, is remarkable for its antiquity; also, as having been the place where, for many years, the Emperors of Germany were crowned. It is considered the last specimen of the ancient German architecture. The town library, with more than 60,000 volumes, is open every Tuesday and Thursday, from 10 to 12, Mondays, Wednesdays, and Fridays, from 2 to 4 o'clock, a gallery of paintings, with more than 900 original pictures, is open on Tuesdays and Thursdays, from 11 to 12 o'clock; the Städel Museum of Paintings, open daily, (except Saturdays) from 10 to 1; the natural history museum, open every Wednesday, from 2 to 4 o'clock, on Fridays, from 11 to 1; the Bethmann museum, with Danneker's Ariadne, open daily from 11 to 1 o'clock; the monuments of Goethe, and Gœthenburg are in the Hop Market; the new cemetery, with several beautiful monuments; the Mainlust, with a beautiful distant prospect. Goethe and Luther were born here, the former in the house marked F. No. 74 in the Hirschgraben. On the front is his father's coat of arms, bearing the poetical devices of three lyres. In the Alte facing the theatre, stand a statue to his memory, executed by Schwanthalar, of Munich. The figure and pedestal are of bronze. A latin inscription and his bust mark the house in which Luther resided in the Domplatz. The inscription is as follows:—"In silentio et spe erit fortidudo vestra"—"Silence and hope shall be your strength." Farnkfort is also distinguished as being the birthplace of the Rothschild family. The Taunus Mountains can be reached by railway as far as Höchst and Soden, a mineral spa; thence by carriage to Königstein, a ruined fortress of great extent and interest. A fine view of Frankfort and the surrounding country may be obtained from the hilly spot called Hainerweg, on which also the extensive cellars of Messrs. Feist Brothers and Sons, have been excavated deep in the rocks for their sparkling wines. They are well worth visiting. Apply at their office, 40, New Mainzer Street.

Eilwagen (office *Zeil*, next to the post-office and Hotel de Russie).

As ministers from Great Britain, America, and most of the European states reside in Frankfort, travellers proceeding to Italy or Austria should have their passports signed. Two large fairs are held here, in spring and autumn, when merchandise is brought from all parts of Europe.

Excellent cabs, moderate. Staghorn Cameos, fine and moderate. Good baths, 45, J. Main Kay.

BRITISH CONSUL, BANKER, AND WINE MERCHANT.—Mr. Koch, near the Hotel d'Angleterre.

UNITED STATES CONSUL-GENERAL.—Samuel Ricker, Esq., 41, Hochstrasse.

ENGLISH CHAPLAIN.—Rev. H. E. Cruttwell, M.A.

PHYSICIANS.—Dr. Funche, Physician to Her Majesty's Mission. Dr. Coar, Philadelphia, 219, Rue de Frankfort, Borkenheim, Frankfort.

ENGLISH AND FOREIGN BOOKSELLERS.—C. Jugel, Depôt for Bradshaw's Guides, and M.L.St.Goar, Zeil.

CONVEYANCES.—Railway trains to Darmstadt, Mannheim, Heidelberg, Carlsruhe, Baden, Strasburg, Freiburg, and Basle, see pages 94 and 95.—To Castel, Biebrich, and Wiesbaden, page 90.—To Wiesbaden and Rudesheim, page 90.—To Offenbach, page 93. Railway to Aschaffenburg, Wurtsburg, Augsburg, and Munich, page 132.

Omnibus information see page 98.

From FRANKFORT to	The most direct Routes from FRANKFORT to the following Alphabetically arranged List of Towns.	Ordinary Fares. 1 Class. £ s. d.	Ordinary Fares. 2 Class. £ s. d.	Time. Exp. h. m.	Time. Ord. h. m.
1 Amsterdam	See Rtes. to Cologne, No. 11; thence as per Itinerary of Rtes. to Amsterdam, No. 2, p. 300	1 14 0	1 2 9	20 0	...
2 Antwerp	See Rtes. to Cologne, No. 11; thence as per Itinerary of Rtes. to Antwerp, No. 3, p. 300	1 12 3	1 1 6	18 0	20 0
3 Augsburg	a Rl. via Bamberg, p. 132; Nuremburg, p. 133; Augsburg, p. 134	1 11 4	1 0 11	13 14	25 10
"	b Rl. via Heidelberg, p. 91; Bruchsal, p. 94; Stuttgardt, Ulm, Augsburg, p. 115	1 10 0	1 0 2	11 30	18 50
4 B.-Baden	Rl. via Heidelberg, p. 91; Carlsruhe, Baden-Baden, p. 94	0 16 0	0 11 0	5 0	9 0
5 Basle	a Rl. via Heidelberg, p. 91 Carlsruhe, Baden Baden, Freiburg, Bale. p. 94	1 3 10	0 18 8	8 0	13 0
"	b Rl. to Mannheim, p. 91; Omn. to Ludwigshafen, Neustadt, Strasburg, p. 96; Mulhausen and Bale, p. 58	1 8 3	1 0 11	10 0	14 0
6 Berlin	a Rl. via Wurzburg, Bamberg, p. 132; Coburg, p. 116; Hof, Leipsic, p. 125; Dresden, p. 127; Berlin, 113	3 4 2	2 2 6	25 15	36 50
"	b Rl. via Gunterhausen, Cassel, p. 92; Gotha, p. 102; Weimar, Leipsic, p. 103; Halle, Cothen, p. 100	3 1 8	2 2 1	19 20	19 40
"	c Rl. via Cassel, p. 92; Gottingen, Hanover, p. 101; Brunswick, 105; Magdeburg to Berlin p. 115	2 15 9	1 19 8	15 45	23 45
7 Brussels	See No. 11, Rtes. to Cologne; thence as per Itinerary of Rtes. to Brussels, No. 8, p. 300	1 12 1	1 1 7	16 20	18 5
8 Calais	See No. 11, Rtes. to Cologne; thence as per Itinerary of Rtes. to Calais, No 9, p. 300	2 15 9	2 0 11	23 0	27 0
9 Cassel	Rail to, p. 92	0 15 10	0 10 7	5 0	9 0
10 Coblentz	Rl. to Castel, (Mayence) p. 90; Str. down the Rhine to Coblentz, p. 201	0 8 4	0 5 1	5 45	6 5
11 Cologne	Rl. to Castel, p. 90; Str. down the Rhine to Cologne, p. 201; or by Rl from Coblentz to Cologne, p. 88	0 12 6	0 9 0	10 0	...
12 Constance	a Rl. via Heidelberg, p. 91; Bruchsal, p 94; Friedrichshafen, p. 130	1 6 9	0 17 0	8 0	10 0
"	b Via Bale, see Rte. to, No. 5; Dil. Baden; Rl. to Zurich, Romanshorn, p. 125	1 18 4	1 11 1	17 0	28 30
"	c Rl. to Heidelberg, p. 91; to Freiburg, p. 94, by the Hollenthal to Schaffhausen; Rl. thence to Winterthur, Romanshorn				
13 Dresden	Rl to Wurzburg. Bamberg, p 132; Hof. 125; Chemnitz, Dresden	2 7 1	1 14 6	18 15	29 0
14 Geneva	See Rte. to Bale, No. 5, thence as per Itinerary of Rtes to Geneva, p. 344	3 10 5	2 5 1	44 0	56 0
15 Hamburg	See Rtes. to Hanover, No. 16; thence via Harburg, p. 100	2 1 1	0 18 7	13 30	19 0
16 Hanover	Rl. via Cassel, p. 92; Gottingen and Aldfeld, p. 101	1 9 4	0 19 7	9 0	14 0
17 Heidelberg	Rl. to, p. 91	0 5 11	0 3 11	2 0	3 0
18 Leipsic	a Rl via Wurzburg, p. 132; Bamberg, p 132; Hof and Leipsic, p. 125	1 16 6	1 3 6	13 45	17 30
"	b Rl. via Cassel, p 92; Gotha, Weimar, p. 117; Leipsic, p. 117	2 6 5	1 9 0	12 20	14 45
19 London	a See No. 11, Rtes. to Cologne; thence as per Itinerary of Rtes. to London, No. 22, p. 301	5 16 4	4 2 4	20 0	40 0
"	b See No. 23, Rtes. to Paris; thence as per Itinerary of Rtes to London, No. 28, p. 264	5 14 4	4 3 0	36 0	45 0
20 Mannheim	a Rl. to, by Darmstadt, p. 91	0 5 10	0 4 0	2 0	3 0
"	b Rl. to Castel, p. 90; Omn. to Mayence; Rl. to Ludwigshafen; Omn. to Mannheim	0 5 10	0 3 11	2 0	3 0
21 Munich	a Rl. via Wurzburg, p. 132; Bamberg, p. 132; Nurenberg, p. 133; Augsburg, p. 133; Munich, p. 133	1 15 3	1 3 6	15 10	27 10
"	b Rl. via Heidelberg, p. 91; Bruchsal, p. 94; Stuttgardt, Ulm, p. 130; Augsburg, Munich, p. 133	1 15 1	1 2 10	12 55	21 30
22 Ostend	See Rte. No. 11, Cologne; thence as per Itinerary of Routes from Cologne, No. 27, p. 301	2 4 9	1 10 6	20 0	25 0
23 Paris	a Rl. via Heidelberg, Mannheim, p 91; Ludwigshafen, Neustadt, p. 97; Forbach, Metz, Nancy, p. 51; Paris, p. 55	2 15 9	2 0 8	16 35	24 10
"	b Rl. via Heidelberg, p. 91; Carlsruhe, Baden-Baden, Kehl, p. 94; Omn. to Strasburg; Rl. via Nancy to Paris, p. 54	3 8 0	2 8 3	14 30	24 40
24 Rome	See Rte. to Bale, No. 5; Rte. thence as per Itinerary of Rtes. to Rome, No. 30, p. 345	6 14 6	5 4 1	81 0	92 0
25 Rotterdam	See Rtes. to Cologne, No. 11; Rtes thence as per Itinerary of Rtes. to Rotterdam, No. 29, p. 301	1 15 10	1 3 6	...	20 0
26 Strasburg	See Rtes to Bale, No. 5	0 14 11	0 11 0	5 0	8 0
27 Stuttgard	See No. 21, Rte. to Munich	0 13 5	0 8 9	5 30	7 50
28 Vienna	a See Rtes. to Dresden, No. 13; thence via Prague, p. 138; Brunn, p. 139	4 12 8	3 4 10	36 0	50 0
"	b See Rtes to Munich, No. 21; Dil. thence to Gemunden; thence to Linz, p. 137; Railway to Vienna, p. 137	3 15 0	2 10 0	24 0	32 0
	Routes from Frankfort to the Principal Baths.				
29 Aix-la-Chap.	See Rte. No. 11 to Cologne; thence per Rl. see Itinerary of Rtes. from Cologne, p. 309	1 0 0	0 12 4	11 15	12 5
30 B.-Baden	Rl. via Heidelberg, p. 91; Carlsruhe, Baden-Baden, Oest Sta. p. 94	0 14 1	0 8 6	4 10	7 0
31 Cannstadt	Rl. via Stuttgardt, see No. 27; thence per Rl. to Cannstadt Sta. p. 130	0 16 0	0 12 0	6 30	8 50
32 Carlsbad	Rl. via Wurzburg, p. 132; Bamberg, p. 132; Hof. p. 133; Dil. to Carlsbad	1 15 1	1 5 0	21 0	28
33 Ems	See Rte. No. 19 to Coblentz; Steamer to Lahnstein; Rl. thence to Ems	0 21 0	0 7 6	7 0	11
34 Homburg	By Dil. every hour from Post-Office	0 1 6	0 1 6	1 0	1
35 Kissingen	Rl. to Gemunden Sta. p. 132; Dil. to Kissingen	0 11 5	0 9 2	7 2	9 27
36 Marienbad	See Rte. to Carlsbad, No. 32; Dil. thence to Marienbad	2 0 0	1 10 0	28 0	38 0
37 Pyrmont	See Rte. No. 16 to Hanover; Rl. to Herford, p. 86; Dil. to Pyrmont	1 16 4	1 0 2	18 0	23 0
38 Schlangenbad	Rl. to Wiesbaden, see No. 42, Dil. thence to Schlangenbad	0 10 0	0 9 0	3 30	3 30
39 Schwalbach	Rl. to Wiesbaden, see No. 42; Dil. thence to Schwalbach	0 8 6	0 6 6	11 0	11 0
40 Spa	See Rtes. to Cologne, No. 11; thence as per Itinerary of Rtes. No. 9, p. 300	1 4 8	0 17 0	14 0	...
41 Teplitz	See Rtes. to Dresden, No. 13	2 12 0	1 17 9	21 0	32 0
42 Wiesbaden	Rl. via Bieberich, p. 71	0 4 3	0 3 0	1 30	1 30
43 Wildbad	See Rte to Stuttgardt, No. 27; thence by Dil. to Wildbad	0 16 0	0 11 6	9 0	10 0

Freiburg.—*Stat.*—14,000.—HOTELS:—

HOTEL D'ALLEMAGNE. An excellent house, and the landlord speaks English.

ZAHRINGHER HOF; very good, nearest the cathedral and railway station; landlord, Mr. Sommer

The ancient capital of the Breisgau, situated on the Triesau, at the entrance into the Höllenthal. The minster is worth seeing, a large gothic church; it was begun under Conrad III., of Zähringen, 1122 to 1152; the beautiful tower is 380 feet high. The university, with its collection; the company's hall; the St. Ludwig's church. In the neighbourhood: the Schlossberg, Alt Breisch, the Glacis, the coffee-house on the top; the Carthusian monastry, Bad-Pfersich, Allee-graten, Rennigarf, the small castle. There is a very fine view from a hill, a quarter of an hour's walk behind the cathedral.

DIVINE SERVICE is performed twice every Sunday by an *English clergyman*.

CONVEYANCES.—For Railway, see pages 94 and 95; Diligences, see page 226.

Friedrichshafen.—*Stat.*—HOTEL:—

HOTEL NESTLE, a very excellent house.

A small town on the Lake of Constance, with a free port and royal pleasure-house. This is a Port for the steamers plying upon the lake. See alphabetical list.

For Railway to Ulm, &c., see page 130.

Furth.—*Stat.*—28,000.—INN:—

CROWN PRINCE OF PRUSSIA.

A flourishing manufacturing town of Bavaria, situated on the Pegnitz at its confluence with the Rednitz. It is the seat of extensive manufactures, and owes its prosperity to the Jews, who founded it in opposition to Nuremberg, in which place they were prevented from settling. The manufactures are what may be termed "Birmingham ware," being principally buttons, medals, pipes, mirrors, trinkets, &c. The Jews have a college, a court of justice, schools, synagogues, printing establishments, &c. The first railway in Germany was from this place to Nuremberg.

CONVEYANCES.—Railway to Nuremberg, &c. see page 134.

Giessen.—*Stat.*—8,000.

HOTEL:—RAPPE, good.

A fortified town and capital of Upper-Hesse, beautifully situated on the Lahn. It possesses a University of considerable celebrity. Liebig, the celebrated chemist is a professor here.

CONVEYANCES.—Railway to Frankfort, Neustadt, Cassel, &c. see page 92.

Goppingen.—*Stat.*—5,300.

HOTEL:—APOSTEL; comfortable.

A thriving town of Suabia, in the kingdom of Wurtemberg, situated on the Vils. It possesses a woollen manufacture, and at a short distance from the town is the celebrated medicinal spring of Boll; the waters are sulphureous.

CONVEYANCES.—Railway to Stuttgart, Heilbronn, Bruchsal, Friedrichshafen, &c. see page 130.

Gotha.—15,000—*Stat.*—HOTEL.—

HOTEL DER MOHR; best.

Good Restaurant at the Station.

This town is built on an eminence, at the foot of which flows the Sale. The Lutheran is the prevalent religion. The town contains a ducal residence, a great number of ancient buildings, the principal of which is the Castle. The Museum contains 150,000 volumes and many valuable manuscripts, one of the best cabinets of coins in Europe, a fine numismatic library, an Oriental museum, a museum of curiosities of nature and art, and a gallery of paintings, rich in the productions of the old German school. The seminary for teachers is the oldest in Germany. There is also a gymnasium, and considerable manufactures and commerce. Pretty environs. Celebrated Almanach de Gotha published here.

CONVEYANCES.—Railway trains to Eisenach, Erfurt, Weimar, Merseburg, Halle, Magdeburg, Leipsic, and Berlin, see pages 117 and 130.

Gottingen.—*Stat.*—HOTELS:—

HOTEL KRONE; best, but none very good.

Gottingen, situated on the Leine, distant from Cassel about 38 miles. The University is the chief point of attraction. It is conveniently situated for visiting the Hartz mountains. Many shops for books and pipes, for the students, who duel daily.

For Railway, see page 101.

Hamburg.—*Stat.*—(*Map in Special Edition.*)

HOTEL CROWN PRINCE.—Zum Kronprinz, on the Jungfernsteig, good, quiet and comfortable.

THE ENGLISH HOTEL, Admiralty Strasse, good accommodation and English comfort at reasonable prices, the landlord particularly obliging.

HOTEL DE L'EUROPE, an immense German house on the Alster basin.

Hamburg, a free imperial city of Germany, in Lower Saxony, on the north bank of the river Elbe, about 70 miles from its mouth, consisting of the old and new town, both nearly equal in size. The population of the city is 160,000; but it covers a much greater space of ground than most other cities, in consequence of its numerous gardens. The large sheet of water called Alster Basin, and the moat, occupy a considerable space. After the great fire in 1842, which destroyed 61 streets and 1747 houses, was built the most magnificent part of this truly elegant city. The business portion of it is commercially grand. The grand promenade is on the wall, before Damthor Gate and Millern Wall—the last of which, New-street, is the Regent-street of Hamburg, and the shops as magnificent as

any in London. The established religion is Lutheran; but all denominations are tolerated. Upwards of 21,000 Jews reside here. The tower of the Church of St Michael is 456 feet high, and from the top there is a magnificent view. The St. Nicholas church, a very beautiful specimen of pure Gothic now building, in stone and white brick. Mr. Geo. Gilbert Scott A.R.A., architect. The opera-house is large, capable of accommodating 4000 persons. The sittings of the Senate are now held in the Orphan Asylum. The Exchange here is a splendid building; and at its height surpasses all others. To hear the incessant hum of some 4000 voices, and to look down upon them from the gallery above, one would imagine that it were a roaring sea he heard.

The woods at Friedericharuhe are much frequented for pic-nics.

The environs of Hamburg are very beautiful, particularly on the right shore of the Elbe, from Altona to Blankensee. Near to Altona lies the suburb Ottensen, where is to be seen the tomb of Klopstock, and the monument erected to the memory of 1138 Hamburghers, who were starved to death by Davoust in the winters of 1813 and 1814. Near to Flottbeck, on the Elbe, five miles from Hamburg, lies Booth's flower-garden—one of the most beautiful in Germany. The places most frequented are Elbhohe, with a beautiful prospect, and the Esplanade, situated in the town itself; and Eppendorf, Flottbeck, Eimsbuttel, Ham, and Horn, all about half a German mile from the town. The more distant places of resort are Baner's Park, near Blankensee, the Ererlande and Helgeland, and the flower, fruit, and kitchen-gardens of Hamburg. Extensive and liberal "Krankenhaus," or (infirmary.) *Tea Gardens*, the best are those of Andreas Brunnen; and Ranivelles in Altona. *Gates* There is a fine levied from which a considerable revenue is derived, upon all persons entering the city after 9 p.m., it increases up till midnight.

CHURCH SERVICE.—The Episcopal Church. Rev. Mr. Viedeman. The English Reformed Church (Congregational) Rev. James Smith M.A. on the Johannisbolwerk, (the Pier).

Travellers from England about to visit this place, will find the port of Hull very convenient to embark from, the distance being 462 miles, 70 miles of which are up the Elbe.

CONVEYANCES.—Railway, see pages 106 and 107. Diligences, see page 228. Steamers, see page 191. By way of Rotterdam or Ostend and Dover, London may now be reached daily in the same time as per Steamer direct.

OMNIBUSES to Bremen and Vegesack in connection with steamers to Oldenburg and Bremerhafen; to Bremen, Oldenburg, Aurich, Leer, Emden, and Nordon (Norderney) three times daily at 7.30 a.m.; 5.30 and 7.15 p.m.,—starts from the Hotel de Brandenburg, No. 26, Paulstrasse, and No. 17, Gänse Markt. Droskies 8d. per course, 1s. 6d. per hour

Hanau.—*Stat.*—15,000.

HOTEL:—ZUM ALDER.

A fortified town of Hesse-Cassel, situated on the Kintzig, near its conflux with the Maine, and in the centre of a fertile country. It is divided into the old and new town; in the former there is a magnificent castle. There are manufactures of stockings, woolens, and tobacco here, and a trade in timber, corn, and iron.

CONVEYANCES.—Railway to Frankfort, Bamberg Nurnberg, Augsberg, Munich, &c. see page 132.

Hanover.—*Stat.* HOTELS:—

HOTEL ROYAL, a first-rate capital house, immediately opposite the general railway station, and open all night.

The UNION HOTEL, a comfortable house near the railway station.

BRITISH HOTEL, in the centre of the town is a first-rate hotel, and highly spoken of.

VICTORIA HOTEL.—A short distance from the railway station, facing the Theatre and Promenade, is well conducted, quiet, comfortable, and reasonable.

Hanover, on the Leine; residence of the King of Hanover; has 56,000 inhabitants. It is a fine specimen of an old German town, with its quaint architecture. The modern part of it near the railway station has very much increased in beauty. There is a splendid Theatre, and the performances are reputed as being equal to, if not the best, in Germany. The best streets are the George, Frederick, and Adolph-streets. The old royal palace, outwardly pretty, has its interior adorned in a moderately sumptuous manner; the Rittersaal in this palace contains a large collection of family portraits, amongst which, the most remarkable is that of Elizabeth, Queen of Bohemia. The old gothic Town-hall is perhaps the most remarkable building in the city; and the Kaserne (Barracks) the Industrial School, the Royal Riding School, and the Harstall (Royal Stables), are all worthy of inspection. Leibnitz's house is in the Schmiedegrasse, and there is likewise a monument to his memory in Hanover. The Schloss kirche is the prettiest in the town; it contains relics which were brought from Italy by Heinrich der Löwe. Herschel, the astronomer, was born here; he was originally a musician in the military service. In the neighbourhood is the Lindenberg, with a beautiful prospect. The establishment containing the royal stud (admission to which is free) is well worth a visit. Hanover may be reached from London, by way of Rotterdam, Dover, Ostend, and Cologne, in 37 hours.

ENGLISH CHAPLAIN, Rev. Mr. Wilkinson. Divine Service in the chapel opposite the Royal Palace, on Sundays, at 11 a.m.

CONVEYANCES.—Railway Trains to Minden Hamm, Dortmund, Dusseldorf, and Cologne.—To Bremen.—To Brunswick, Magdeburg, Kothen, Halle, and Leipsic.—To Brunswick, Magdeburg and Berlin.—To Gottingen, see pages 100 to 163.

Wernigerode—*Stat*—HOTEL BRAUNSCHWEIGER HOF

Good Restaurant at the Station

91 English miles from Brunswick, one of the most favoured points for the commencement of a tour in the Hartz In the environs is situated the Hartzburg-on-the-Burgberg, a beautiful ruin, with a delicious prospect and good accommodation, the ascent takes a good half hour.

For Railway, see page 104

Heidelberg.—*Stat*—HOTELS—

MULLER'S PRIVATE FAMILY HOTEL is most respectable, and deservedly recommended.

HOTEL PRINCE CHARLES first rate and excellent and close to the castle Landlord, Mr Seb Frank

HOTEL DE HOLLANDE a very comfortable and highly respectable hotel, beautifully situated on the banks of the Neckar, quiet and moderate. Mr Spitz proprietor

HOTEL ADLER (or EAGLE) in the grand place, opposite the castle Deservedly recommended for its excellent situation comfort and moderate charges Mr Lehr proprietor

On the Neckar, is an old and cheerful looking town, of 16,000 inhabitants, and a pleasant place of sojourn for a time in summer The picturesque noble ruins of the castle, one of the most interesting objects in Rhenish Germany, formerly the residence of the Electors Palatine occupy the hill behind the town In a cellar under the castle may be seen the celebrated "Tun of Heidelberg," the largest wine cask in the world The University is attended by about 500 students, who wear fancy caps to distinguish their clubs and are much given to duelling and drinking beer which is good here The view from the castle is very fine, and there are charming promenades The environs are a perfect garden, producing abundance of grain and fruit

ENGLISH CHAPLAIN—Rev. Frederick Ford, M A

ENGLISH PHYSICIAN—Dr J Jones member of the Royal College of Physicians and Fellow of the Royal College of Surgeons of London

CONVEYANCES.—Railway to Carlsruhe and Baden, page 94, to Darmstadt and Frankfort see page 91, and steamers ascend the Neckar daily to Heilbronn

Heilbronn.—*Stat*—HOTELS—FALKE very good

Situated on the Neckar, with 11,000 inhabitants It formerly had the privileges of a free city, given by the Emperor Barbarossa, was a frontier town and place of commerce

PUBLIC ATTRACTIONS—The Church and Gothic tower of St. Kilian remarkable for its architecture in the Byzantine style In its archives are preserved the letters of Francis of Sickingen, and [illegible] of Berlichingen The tower in which the latter was imprisoned the covered bridge, the Penitentiary, great fountain of limpid water, the beautiful promenade before the gates of the town, the Rathhaus, an ancient edifice with a curious clock, several imperial charters and papal bulls, are all worthy special notice. A very good trade in brandy, oil, and snuff Paper and polishing mill are carried on at Heilbronn, which also boasts of very healthy climate 3 miles from Heilbronn stand the ruined castle of Winsberg, called Weibertreue

CONVEYANCES.—Railway to Stuttgardt and Ulm, see page 130 Omnibuses to Nordlingen and Wurzburg 1 or Steamers see page 192

Hof.—*Stat*—HOTEL HIRSCH, good—This town contains about 8000 inhabitants It was entirely destroyed by fire, but rebuilt in 1823 From here the road continues for twelve miles to Kirchenhamitz and ten miles further is the friendly town of Wunsiedel, the birth-place of the celebrated Jean Paul Near this town are the Fichtel Mountains, on which is situated Alexandersbad From Hof there are eilwagens (diligences) twice a day to Franzensbrunn, Carlsbad &c, giving ready access to all the celebrated Bohemian springs of Toeplitz, Marienbad &c

CONVEYANCES—Railway trains to Neuenmarkt, Culmbach, Lichtenfels, Bamberg Nuremberg Donauworth, Augsburg and Munich, pages 132 and 133—To Zwickau and Leipsic, pages 125, 126

Homburg.—*Stat*—4000—HOTEL—

HOTEL DE HESSE—A first rate hotel for families and gentlemen—highly recommended

HOTEL IMPERIAL—An excellent first class hotel

About nine miles from Frankfort, the view of the Taunus mountains is the chief attraction in point of scenery, and the Kursaal for amusements In the Schloss are portraits &c, of several members of the royal family of England, Princess Elizabeth's apartments remain undisturbed since her decease We refer with confidence those who really desire to become acquainted with the resources and virtues of these justly celebrated waters, to the "Observations on the Mineral Waters of Homburg, by F H Erytherch M D, &c &c &c," who is the authorised English resident physician The third edition of this work is now published and may be had of Mr John Churchill, Prince's street Soho, London, Louis Schuck, Homburg, or through them of the principal continental booksellers, also, 'Homburg and its Mineral Waters, by Dr Edwin Lee, just published The Conversation House is a magnificent building with splendid saloon for musical assemblies, gambling and Dinners The gardens adjoining are extensive and well laid out

ENGLISH CHAPLAIN—Rev J Butler

CONVEYANCES—Omnibuses correspond with the trains to and from Frankfort almost every hour. For railway, and Omnibuses see page 92

Ingolstadt.—6000—HOTEL MUNCHER HOF.

A fortified town of Bavaria on the Danube and the principal place between Donauworth and Ratisbon The new fortifications are very fine.

Kissingen.—HOTELS—

SCHLAFFER'S FAMILY HOTEL, good and well situated

Table d'hote at 1 o'clock—1 florin a head.

Kissingen in Bavaria, a much-frequented watering-place, dull, and consequently quiet place—the visitors in 1850 amounting to upwards of 4,000, including a great number of English families. Band of Music; news-room and library. Evaporators for increasing the strength of the water from 2½ to 17½ per cent. without fire.

ENGLISH PHYSICIAN.—Dr. Granville. SEASON: May to August.

CONVEYANCES.—Diligence to Schweinfurt, on the road to Frankfort. Steamers on the Main from Frankfort as far as Gemunden, thence by diligence or omnibus.

Krimmitzschau—*Stat.*—on the Pleisse, a manufacturing town, with 3,800 inhabitants; has a church with remarkable altar painting.

Langen Schwalbach.—HOTEL.—NASSAU HOF.—The tourist is recommended not to leave Germany without visiting this beautiful spot; both the invalid and the pleasure seeker will find it a delightful residence.

English Church Service, twice every Sunday.

For Diligences, see page 238.

Leipsic.—60,000—*Stat.*—HOTELS:—

HOTEL DE POLOGNE, Hainstrasse—charges moderate. The "*Times*" newspaper taken in.

The Leipsic terminus is between the Halle and Grimma Gates. Leipsic is of great historical note and commercial celebrity It has no particular attractions, except at the fair-time, when it is very lively, and strangers are to be found there from all parts of the world, and when hotels charge double. The number of visitors amounts generally to more than 50,000, and the market-wares to 80,000,000 dollars yearly. Leipsic is the centre of the German book-trade; has 120 depôts, 14 steam-presses, and above 200 hand-presses; Booksellers' Exchange, University, founded 1409, containing three colleges, viz., the Augusteum, the Paulinum, with the museum of natural history and anatomy, and the Fürsten Collegium; the town library, with a collection of eastern manuscripts; pictures in the Stadtliche museum; the St. Nicolas' church; the large market-place, where is situated the Town-hall and the so-called King's-hall (Konig's-haus): in the latter lived Napoleon, during the battle near Leipsic, and General Field-marshal Schwarzenberg died in it; near it is Auerbach's keller (cellar), celebrated on account of Goethe's Faust,—there is now a good ordinary in it. The post-office; the Sternwarte (Observatory), on the Pleissenburg; Gerhard's garden, in which is placed the monument of Poniatowsky; Gellert's grave, in the Friedhof; the Rosenthal (park); and round about the town, many public gardens, are all well worth seeing.

The traveller should not omit to ascend the tower of the Pleisenburg, whence a magnificent view of the city and country is obtained, including the whole of the field of the celebrated battle.

CONVEYANCES.—See pages 113, 114, 117, 125, and 127.

Lenzkirch, a most romantic town, distance about 10 hours from Schaffhausen, and 14½ hours from Constance.

Lubeck—HOTELS:—STADT HAMBURG, the most comfortable.

Lubeck.—*Stat.*—The visitor to Hamburg should by no means miss spending a day at Lubeck, it is one of the oldest and most interesting towns in Northern Europe. It is of considerable commercial importance, having Steamers weekly to St. Petersburg It bears unmistakeable marks of its former grandeur in the handsome citizens houses, the fine old Rathhaus, and the noble specimens of Gothic brick architecture in its Cathedral and Marine-Kirche. One of the three Hanse towns 27,000 inhabitants, is situated on a ridge between the rivers Trave and Wackenitz, by whose waters it is completely surrounded. The enormous size of its ramparts bears witness to its former importance; they are planted with trees, and serve as drives and promenades. The quaint architecture of its buildings also tell of the magnificence of its olden days; among these the Cathedral is remarkable for its wood-carvings and paintings, some of which are highly prized as specimens of ancient art. The Marienkirche is also well worth seeing. Sir Godfrey Kneller and the brothers Van Ostade were born in Lubeck, where their houses are still shown. In the Rathhaus is the famous and beautiful Hall of the Hansa, in which the deputies from 85 cities used to meet and hold council together on the affairs of the Confederation. The Holstein-gate is a peculiar specimen of old fortification; the Burg-gate is also a very singular building.

OBJECTS OF ATTRACTION.—*Gates.*—The Holstein gate is a fine specimen of Norman brick architecture with its heavy towers. The Burg-gate, built at a later period, is a beautiful example of med eval. *Cathedral.*—Notice the ornamental work of the gateway, the wood work of the altar screen, the curious clock, and above all, Hans Hemlings fine triptich of the crucifixion, &c The *Marine-Kirche* is a very interesting specimen of pointed Gothic. Notice Overbeck's paintings; the Dance of Death; the wood-carving in two of the chapels, and the clock. *Rathhaus.*—The exterior very interesting as showing what may be done in brick; the bronze work on the outer door, and the seats very quaint; the wood-carving on the council-chamber door (inside) very fine. The visitor, if only staying a few hours in Lubeck, will find the Keller under the Rathhaus a place that Caltermole would love to paint, he can obtain a good dinner, and he will find a great variety of good wine to choose from at very moderate prices.

The visitor should not neglect seeing the interesting wood-carving in the house, No. 800, Breite Strasse.

CONVEYANCES.—Steamers, see p. 199. Railway to Buchen, see page 107. Diligences to Kiel, 49 English miles; to Hamburg, 38 English miles. From Wismar (40 English miles east of Lubeck) is a steamer direct to Stockholm, average passage about 60 hours. Fares, Chief Cabin, 40 ds. banco. Distance from Lubeck to Stralsund, about 110 English m.

Munich—*Stat.*—*(with Map in Special Edition).*

THE FOUR SEASONS HOTEL, a new first class hotel, situated in Maximilian Strasse.

HOTEL DE BAVIERE.—This first-rate and superior Hotel has recently been newly furnished throughout, and will be found deserving our highest recommendation.

FRENCH RESTURANT, Promenade Street.—Dinner and breakfasts at all hours of the day.

Munich (*Munchen*, German) on the Isar, with its suburbs, has more than 115,000 inhabitants and is one of the most beautiful towns in Germany. The most important churches are, the Frauen-kirche, or cathedral, built of bricks, in 1488; the Jesuit church, a beautiful structure in the Italian style, with the tomb of Prince Eugene Beauharnois, by Thorwaldsen—on each Sunday is to be heard classical music; the St. Peter's Church, the oldest in Munich; the Theatiner kirche, in the cumbersome Italian style, with the vault of the royal family; the Ludwig's kirche, completed 1842; the All Saints' chapel, in the royal palace; the Mariahilf kirche, in the suburb, in pure gothic style, with nineteen beautifully painted glass windows; the Basilica of Holy Boniface, in the Carlstrasse, without exception the most beautiful church in Germany, in the Byzantine style,—the frescoes which adorn the interior undoubtedly surpass in beauty and richness all other works of living artists. The Royal Palace consists of two parts, the old and new, a beautiful edifice, after the model of the Pitti-palace in Florence It is tasteful and beautiful, open on certain days to the public, by tickets obtained previously, in the morning, at the palace. It is rich in fresco paintings. The glyptotheck, a sculpture gallery, is a very noble and classical building; admission gratis, on most days of the week, from 10 to 2, and from 2 to 4; but the particular days of admission to this and the other galleries in Munich are frequently varied, and the traveller should refer to the small daily German newspaper, called the "Taglicher Anzeiger," for all particulars relating to public exhibitions and amusements at Munich. When the king is not in town the gallery is only open on the Wednesday and Saturday. This museum is one of the richest and most beautiful of the kind in Germany. The two galleries of paintings called the Pinacothek, one containing old paintings, the other devoted to modern works, are some of the finest collections in Europe. Admission to these is free, and generally open during the week, excepting Saturdays and Sundays, or for hour on Sundays; but as changes are frequently made in the days and times, refer to the daily paper before alluded to, the "Taglicher Anzeiger." The collection of painted glass, formerly belonging to Messrs. Boiserie and Bertran, is now in the Pinacothek. The Erzgiesserei or Bronze Foundry, and the Colossal Statue of Bavaria, one half mile from the Kosel Thor, are worth seeing. The statue of Bavaria, with the accompanying high Lion, is of copper, and upwards of 60 feet, standing on a pedestal of marble 40 feet high. There is a spiral staircase leading to the top; the head will hold eight persons, and there are holes to enable them to view the surrounding country. It is erected on a hill, with a very elegant building and colonade behind, called the Hall of the Heroes; admission, 12 kr. each. An engraving may be obtained on the spot from the Custodian for 24 kr.

The Jesuits' college, with the cabinet of coins and the natural history museum; the royal library, a superb edifice, in the Ludwigstrasse, with room enough to hold two millions of volumes and in richness the second in the world; the reading-room is open Monday, Wednesday, and Friday, from 8 to 1 o'clock. The university, a new building, in the Ludwigstrasse, has also a good library, consisting of 500,000 volumes, the largest after Paris; the Isarthor, newly renovated by King Ludwig, and adorned with beautiful frescos. The Odeon, a beautiful building allotted to musical soirees. In the story underneath is the literary Verein, in which the stranger finds a rich collection of newspapers, and the charge of admission for a whole month is only 1 florin.

ENGLISH CHURCH SERVICE, twice every Sunday, at the English Ambassadors residence.

HIRED SERVANTS (valet de place) are, to the stranger visiting Munich, indispensable; the charge for a day's hire is from 3 to 4 zwanzigern.—Fiacres stand in all public places, and have fixed rates; a quarter of an hour or a single drive costs 18 kreutzers, half an hour 36 kreutzers, a full hour 1 florin, for one person; for two persons the fare is ½ more. A printed tariff, easily understood, is affixed in all the public carriages. Passes are required from strangers, but it is not necessary to appear personally at the pass-office, as they can be procured through the medium of the valet de place.

OMNIBUSES are stationed at the following places;—In the Schrannen-platz, passing through the Sendlinger, Sonnen, and Bayerstrasse; in the Hof-garten, passing through Ludwig's, Theresien, Fürsten, Brimnenstrasse, the Carolinen-platz, the Ottostrasse, &c.; at the Isarthor; and Max Joseph's-platz. The Omnibuses call at the various appointed inns lying in their route. Drivers are responsible for the loss of luggage or for damage done to it. The charge by omnibuses, if without luggage, 6 kreutzers; with luggage, 12 kreutzers; with two or more trunks or boxes, 18 kreutzers. Cabs await the trains at the various stations.

CONVEYANCES.—Railway trains, see pages 132 to 135. EILWAGEN, see page 234. Innsbruck may be reached by rail, or by way of the Lake of Starnberg and Partenkirch, by Benedictbeuern and the Lakes of Kochel and Walchen, or by the Tegernsee, the Baths of Kreuth and the Achensee.

Nassau.—INN.—KRONE.

This small town is most beautifully situated, and is a charming spot for tourists who wish to explore this picturesque country—the beauties of the Lahn Valley—the ruins of the numerous castles—the woods and villages of Nassau—and enjoy the splendid view from different heights.

Neustadt on the Danube, situated between Ingoldstadt and Regensburg.

Nordlingen.—*Stat.*—7,800.—

HOTEL:—KRONE.

An ancient fortified town of Bavaria and capital of Riesdale, situated in the midst of a most fertile country. There is an extensive manufactory of carpets here, and a trade in goose feathers. The

principal objects of interest, are the Church of St. George, a fine gothic building of the fifteenth century, containing some good oil paintings and sculpture by Herlen; the Salvator Kirche, containing curious pictures and some good statues; and the Rathhaus, with good fresco paintings of the battle of Nördlingen.

CONVEYANCES.—Railway to Nuremberg, Bamburg, Frankfort, Munich, &c. see page 132.

Nurnberg or **Nuremburg**.—43,000.—*Stat.*

HOTEL DE L'AUTRUCHE.—An old-established first-class hotel, situated in the centre of the town; comfortable and good.

RED HORSE HOTEL.—This is an excellent old-established house, highly recommended for its comfortable accommodation, and good Italian cuisine.

Nurnberg, one of the oldest and most noted towns of Germany; centre of the trade between South and North Germany. The appearance of St. Sebald's church from the river is most romantic. This church and the ancient castle, the residence of the emperors in the middle ages, and afterwards of the mayors of the town, are the most attractive of its public edifices. The church of St. Egidien (rebuilt in 1718, and called the new church) contains an altar-piece by Vandyck. It was here that Caspar Hauser was discovered. Population upwards of 40,000 Protestants and 3,000 Catholics. Is remarkable for its numerous Oriel windows projecting into the street, many of which are beautifully sculptured. Good view from the Old Imperial Castle. Fine Promenades.

OBJECTS OF ATTRACTION.—The town-hall, with paintings by Albrecht Dürer, and also the old prison-hole; the Reichsfeilte, where formerly the regalia were kept; Albrecht Dürer's house in the Dürer-strasse, No.376; Dürer's statue in the Milk-market (Milch-markt); the St. Sebaldus church, a very beautiful gothic building: the Aegide church; the Lindauer picture gallery; the Catholic church; the beautiful fountain; the Ganse-markt (Goose-market) with a singular statue in bronze of Labenwolf; the house of Hans Sachs; the St. Lawrence church, built 1274, completed 1477; the German Haus kirche, in the new Italian style; the churchyard of St. John, about half a mile from the town, where are the tombs of Albrecht Dürer and Hans Sachs, the vaults of the family Behein and Holzschuher; many private collections. Rosemary Tea Gardens.

OMNIBUSES run to and from the new Thor, Guttenhof in the suburbs, and the Lauferthor. The fare to or from the station, without portable luggage, 6 kreutzers; with a box or trunk, 12 kreutzers; with two or more trunks, 15 kreutzers; children under four years of age pass free, but they must sit on the knees of those accompanying them, otherwise a charge of 3 kreutzers will be made. For a hired chaise with four seats, including luggage, 48 kreutzers.

For Railway, see pages 132 and 133.

Offenburg.—*Stat.*—HOTELS.—

DIE FORTUNA—very good.

REFRESHMENT ROOM at Station.

A town containing about 4000 inhabitants, 17 German miles from Carlsruhe by railway, on the route to Basle. The neighbourhood is interesting.

CONVEYANCES.—Railway. See pages 94 and 95.

Passau.—12,000.—HOTELS:—

HOTEL ADLER AND WILDERMAN.

Passau, on the banks of the Danube. Beautifully situated at the junction of the River Inn and Ilz. This town resembles Coblentz, and is the Coblentz of the Danube. The most remarkable objects are the cathedral. Church of Mariahilf, castle of Oberhaus, from which there are charming views. Jesuits college, the convent of our Lady of good aid, from which there is a splendid view. The sands of the Inn are washed for gold, and pearls are obtained from mussels found in the Ilz.

CONVEYANCES.—Steamers to Linz and Vienna, and to Ratisbon and Ulm.

For Diligences, see page 236.

Pforzheim.—HOTEL:—

HOTEL ADLER.

Pforzheim, a town of about 7000 inhabitants, situated on the borders of the Black Forest, on the road between Carlsruhe and Stuttgart, containing several iron and copper works. A considerable trade in jewellery is likewise carried on here.

CONVEYANCES.—Railway from Wilferdingen to Carlsruhe, Stuttgardt, Mannheim, Bale, and Waldshut, see pages 94, 95.

Ratisbon, (in German, *Regensburg*.)—HOTELS

HOTEL GOLDENER KREUTZ.

Situated beautifully on the banks of the Danube, where it is joined by the river Regen, whence steamers start every day from the month of May to September; and every other day from September to May, carrying goods and passengers up the Danube to Donauwerth and Ulm; down the Danube to Passau, Linz, and Vienna. Ratisbon contains 23,000 inhabitants. The Walhalla is six miles to the north-east, near to the village of Donaustauf. A considerable fortress in ruins, blown up in the 30 years' war after a siege of two months, stands on the hill above the village, and the country seat of the Prince of Tour and Taxis below it, on the banks of the Danube. In Ratisbon are to be seen, at the Rathhaus, many curiosities—among them the dungeons of former days, the torture chamber, with the instruments of torture, just as they were used as late as 1784—the cathedral, from which there is a fine view; and an old church behind it of great antiquity and preservation, said to be 1200 years built, and the cabinet of antiquities of Mr. Koch, with many other interesting things.

Scotch monastery of St. James.—Next to the Cathedral, this church is the greatest and most perfect archiological curiosity in Ratisbon, the North door particularly. The House has the Royal Arms of Scotland in fresco on the gateway, and contains many curiosities. A fine picture of Queen Mary, and a rare Library. Gentlemen may see the house, but Ladies only admitted to the Church, which is open till about 10 a.m.

Rostock.—*Stat.*—Inns.—

HOTEL DU NORD, good and moderate.

The largest town in Mecklenburg, with 20,000 inhabitants, on the Warnow; birth-place of Blucher, whose statue in bronze stands in the square called after him the Blucher-platz. The Marienkirche has a magnificent altar and altar-piece by Rhode, an astronomical clock behind the altar, and the tomb of the renowned Hugo Grotius. Peter's church, in the Altstadt, is surmounted by a tower 350 feet high. This town contains a great number of other fine edifices, and altogether wears an aspect of great antiquity. The famous Kepler was for a while professor in the university of Rostock. The port and bathing-place is Warnemünde, at 9 miles distance on the Baltic, and on the mouth of the Warnow, as the name implies.

Conveyances.—Railway to Wismar, Schwerin, Hagenow, and Hamburg, see page 109. Steamers to Copenhagen in 24 hours, see page 205. For Diligences, see page 237.

Schwalbach.—Hotel.—

Hotel Duc de Nassau.—An excellent Hotel, with a most attentive and obliging Landlord.

A little town which has been very much frequented of late years by English visitors. It is situated in a valley between hills, and looks very much like a straggling village, but it is a rapidly improving watering place. The waters contain iron and carbonic acid gas, or are impregnated with steel, and the beneficial effect of these strengthening properties are being highly appreciated. Persons wishing to take the Baths should be careful to enter their names immediately on their arrival.

Excursions in all directions over the hills—for fine views from the summits to the ruined castle of Adolphseck, or to the castle of Hohenstein, through some very pretty scenery. In the valley of the Aar, at the end of which is the old castle romantically situated on the summit of a high black precipice

Conveyances.—Diligences to Wiesbaden and Ems.

About 4 miles beyond Schwalbach, by a good macadamised road is

Langen Schwalbach.—Hotels.—

Hessischer Hof and Nassauer Hof.

Another Brunnen of Nassau, most delightfully situated in a sequestered little valley, and almost buried amongst wooded hills; annually visited by the most fashionable classes of Germany and Russia. The Baths possess wonderful cosmetic properties, and are said to tranquillise the nervous system, to soothe all inflammation and invigorate the system. Persons who have taken the ferruginous waters of Schwalbach, usually resort hither afterwards to undergo a course of bathing at the Serpents' Spring.

Schalgenbad is situated within a few miles of the Eltville station near Bieberich, and of some of the most picturesque scenery of the Rhine. It is generally unnoticed by the majority of travellers, who content themselves with going up or down the river.

Excursions.—1. To Georgenborn, whence there is a magnificent view over the Rhine and the Main, thence to the castle of Frauenstein. 2. To the Monastery of Eberach, in a singularly beautiful situation, passing *en route* a magnificent view at the Chaple of Dubenhausen. The view from the height called the Boss, is one of the finest in the Rheingau. 3. To the Niederwald, above Rudesheim, whence there is one of the finest views of the Rhine; and within a very short distance of each other, the tourists will perceive three views or vistas cut through the trees, and disclosing three beautiful land-capes of the Rhine, having the effect of a diorama.

Schweinfurt.—7,300—*Stat.*—Hotels:—

Hotel Ruhe.

Zum Goldner Lowen.—Pretty good & reasonable.

On the Maine; a place of great antiquity, and an Imperial city, with some manufactures. The Bastions are planted, and form an agreeable promenade. The Château of Mainberg, half an hour's drive, is worth visiting, being restored by its present proprietor. It is now a carpet factory.

Conveyances.—Diligences to Kleusch, Pilsen, Prague, and Kissengen to Nuremberg, Munich, &c Railway to Frankfort, see page 132, 133.

Stuttgardt.—*Stat*—Hotels.—

Hotel de Russie, a capital first-rate house, deservedly recommended, landlord, Mr. C. Albisser.

Hotel Marquardt, very good.

Capital of Würtemberg, residence of the Court and seat of the Exchequer; has 40,000 inhabitants. The Konigstrasse cuts through the town in a direct line, leading to the palaces, the theatres, and most places of amusement and resort. Persons proceeding from Stuttgart to Munich or Nuremberg proceed by railway to Ulm, Augsburg, and Munich. (See page 115). In the neighbourhood of Stuttgardt is to be seen the elegant modern Grecian villa of Rosenstein, which contains some capital sculptures. Good museum of paintings. Also a club. Palace Gardens. Cannstadt is 2 or 3 miles farther.

Conveyances.—Railway trains, see page 130. Diligences, see page 238.

Schandau.—Hotel Sachsische Schweitz.—A small town in the heart of Saxon Switzerland. By sleeping here, this district can be seen in three days tolerably (on horseback). Good inn at Great Winterberg and also at Herrnsketchen.

Speyer, or **Spire** (*Speyer*, German).—*Stat.*

Hotel:—Willelsbacher Hof—good. Population 9500. One of the oldest towns of Rhenish Germany. Good club and promenades. Remarkable Buildings—the Cathedral, the Church of the Trinity, the Altportel.

Conveyances.—For railway, see pages 96 and 97.

Ulm.—Hotel:—Kronprinz—good and comfortable.

Ulm.—*Stat.*—16,000—a town of Wurtemberg, on the left bank of the Danube, at its confluence with the Iller and Blau. The streets are crooked and narrow and the houses old fashioned. The cathedral is a fine gothic building, being upwards of 500 feet long by 200 broad. Originally belonging to the Catholics, it is now a Protestant place of

worship. Ulm is forty miles west of Augsburg, chiefly remarkable for its fortification.

CONVEYANCES.—Railway trains, see pages 130 and 131.—Augsburg to Munich by railway, page 133; also to Kempten and Lindau, page 135. Diligences from Augsburg and Kempten to Füssen, see pages 215, and 230. From Ulm, see page 240. Füssen is a good starting point for the Tyrol, being *en route* to Innsbruck.

Weilbach—Here is a valuable sulphur spring, resembling Harrowgate, about a mile from Flörsheim, a station on the Taunus Railway and where an omnibus awaits the arrival of trains. At this place are the mud baths.

Weimar.—*Stat.*—10,000—HOTEL.—DE RUSSIE.

This town, on the line of railway from Eisenach to Halle (page 117), on the banks of the river Hun, is built in a plain but antique style, and is fifty miles west-south-west of Leipsic. Schiller, Goethe, Wieland, and Herder resided here.

CONVEYANCES.—Railway trains, see page 117.

Wiesbaden.—*Stat.*—15,000.—HOTELS.—

ROSE HOTEL AND BATH-HOUSE, first rate and reasonable, kept by Mr. Schmidt, formerly of Meurices Hotel, Paris.

HOTEL & BATHS, THE FOUR SEASONS, Vier Jahreszeiten, is a first-class hotel, equal to any on the Rhine

HOTEL DE NASSAU, well situated, and a very comfortable house.

VICTORIA HOTEL.—A first-class hotel for families and gentlemen. Messrs. Helbadh and Holzapfel, proprietors.

HOTEL DE FRANCE, Frederick's Platz, near the new Promenade. comfortable, clean, and good

HOTEL D'ANGLETERRE, an excellent house, highly recommended.

Considered one of the first watering-places of Germany, is situated in a beautiful valley, surrounded by the hills of the Taunus, and is rich in public saloons and gardens. The capital of the Duchy of Nassau, and the duke has done all in his power to render it a popular watering-place. The great square, containing the Assembly room, is a very handsome place. The Greek Church near this place is a beautiful temple dedicated to the service of the Greco-Russian church. In it is the statute of the late Duchess of Nassau, a Russian princess.

Distance from Frankfort, 26½ English miles; and trains run each way six times a-day.

Dr. Edwin Lee (of Brighton), author of "The Baths of Germany," "Continental Travel," &c., usually passes the season here.

ENGLISH CHAPLAIN.—Rev. W. Barber, A.M. Service, according to the forms of the Church of England, twice every Sunday.

Persons ascending or descending the Rhine, wishing to visit WIESBADEN, should land at BIEBRICH, whence they can be conveyed by railway. See Biebrich.

CONVEYANCE.—Railway, see page 90.

Wildbad.—This place, having a warm mineral bath, most efficacious in cases of paralysis, is reached from Carlsruhe by a good road, or from Baden-Baden; the splendid scenery of the latter route is ample compensation for roughness here and there.

Wilhemsbad.—HOTELS:—

THE DUCAL PALACE, BATH HOUSE and KURSAAL.

This charming watering place is situated in one of the most picturesque scenes imaginable, within fifteen minutes railway distance from Frankfort-on-the-Maine.

Wismar.—INN:—POST HOUSE.

Population, 9,800, It lies at the end of a bay on the Baltic. Distance to Rostock, 7 G. miles: to Hamburg, 15 G. miles.

CONVEYANCES.—For Steamers see page 212; Railway, page 109. For Diligences, see page 240.

Wolfenbuttel.—*Stat.*—INNS.—

GOLDEN LION, GOLDEN ANGEL, and HEREDITARY PRINCE.

A town with 10,000 inhabitants; noted on account of its large library. Amongst its books is to be found the Bible belonging to Luther, with notes attached to it in his own handwriting, his wedding and doctor ring, spoon, drinking glass, and likeness by Cranach. Lessing lived a long time here as librarian.

CONVEYANCES.—Railway trains to Brunswick and Harzburg, see page 104.

Wurzburg.—*Stat.*—HOTEL.—

KRONPRINZ VON BAIERN—comfortable and reasonable.

A town containing 25,000 inhabitants, beautfully situated on the Maine. It was formerly the capital of an ecclesiastical principality, and was governed by a bishop, who was a primate of the Germans empire. Fine public garden.

This town received its appellation from the beautiful gardens with which it is surrounded. The name, being translated, is "hort, or plant town."

OBJECTS OF ATTRACTION.—The cathedral; the church of the Augustinians is beyond all comparison the finest church in the city, and no one should omit seeing it; royal (formerly episcopal) palace; Julius Spital; Marienkirche, the citadel, and a fine public garden.

CONVEYANCES.—Diligences, see page 241. For Steamers, see page 212; Railway, see page 132.

Zwickau.—5,300—*Stat.*—HOTEL:—

TANNE—best.

Zwickau on the Mulde; a picturesque town. The Marien-kirche is worth seeing; it is a beautiful gothic building, built in the years 1453 to 1[illegible]; there is in the church a superb alter-piece, by M. Wohlgemuth (1479). Luther often ascended the high steeple that he might enjoy the beautiful prospect which it afforded.

CONVEYANCE.—Railway to Leipsic and Hof, see page 135. Diligences, see page 241.

PRUSSIA.

PRUSSIA—formerly a duchy, but now an extensive kingdom of second rank—was formed on the ancient electoral possessions, as a nucleus, by means of successive territorial acquisitions, particularly in Poland, Westphalia, and the Rhine. It had for its original inhabitants the Slavi, or Sarmatiæ, on the E. and N.E.,—the Vandals on the shores of the Baltic, to the N. of Pomerania—and the Suevi in the remainder of the kingdom. Prussia has been engaged, during a succession of ages, in very many wars—the particulars of which we do not require to notice here, as they are known to every student of history. Her part in the campaigns of the earlier portion of this century is well known, particularly in the campaigns of 1814 and 1815. At the Congress of Vienna, Prussia had secured to her the restitution of the provinces formerly wrested from her, excepting part of Poland, united to the Duchy of Warsaw; and for this small sacrifice she was amply indemnified by the concession of such territories in Saxony and the Lower Rhine, as were deemed consistent with the stability and security of the balance of power in Europe. In this year also, Prussia, partly by exchange and partly by purchase, obtained from Denmark that part of Western which is commonly called Swedish Pomerania, together with the island of Rugen. And thus, after experiencing violent shocks and vicissitudes, by which the kingdom had been broken into pieces, and little more than the name of the monarchy saved from the wreck, we behold Prussia, after a series of unparalleled changes in another direction, again taking her station among the first sovereign states of Europe, as firm and stable as in the days of Frederick the Great—and with a territory and population far exceeding any thing he could boast of.

The Kingdom of Prussia is situated in the northern part of Germany. It is bounded on the N. by the Baltic Sea, and a small portion of the Duchy of Mecklenburg; on the E. by Russia and Poland; on the S.E. by Austria; on the S. by Saxony and the Saxon Duchies; on the S.W. by Bavaria and part of France; and on the W. by France and the Netherlands. In describing these boundaries, we must observe that some parts of the kingdom are small detached portions, entirely insulated by the dominions of other powers—such as Saxe in Saxony, and Rahnis in Saxe-Weimar. There is no communication between the eastern and western provinces of Prussia, without passing through the states of other princes. Hanover, on the N., is interspersed between its eastern and western provinces; and the territories of the sovereigns of Brunswick, Waldeck, Hesse-Cassel, Hesse-Darmstadt, and Saxe-Gotha, intervept a direct communication between its southern parts. The Prussian monarchy is divided into eight provinces, as follows:—Prussia, Posen, Brandenburg, Pomerania, Silesia, Saxony, Westphalia, and the Rhine province; and these are divided into 25 regencies, which are further divided into 335 circles. The pop. is 14,928,501; and the area in English square miles is 107,627. The surface of the Prussian States is generally flat, except a part of the Hartz Mountains, in the province of Saxony. The volcanic districts in it and the Lower Rhine, are the Riesengegebirge, on the S.W. confines of Silesia, and some other mountains in Westphalia. The quality of the soil is very various, and the country is very well watered. The climate of Prussia is not less varied than its soil. Along the Baltic it is worst; and in Ducal Prussia especially, the winter is long. It is also severe in the south parts of Silesia, contiguous to the Carpathian Mountains.

Commerce.—The exports from Prussia consist principally of corn, wool, timber Westphalian hams, zinc, flax, bristles, salted provisions, and other articles of raw produce; with linen and woollen cloth, silk wares, iron and hardware, jewellery, watches, and wooden clocks; Prussian blue, spirits, beer, &c. The imports consist chiefly of sugar, coffee, and other coloured products; raw cotton, and cotton twist and stuffs, indigo and other dye-stuffs, &c.

The **Government** of Prussia is monarchical, the King being assisted by a Council of State, each Department having nine Ministers. The State Religion is called *Evangelical;* being a fusion of Lutheranism and Calvinism.

Education.—In Prussia, the State imposes on all parents the strict obligation of sending their children to school, unless they can prove that they are giving them a competent education at home. Neglect of this duty exposes the parents or guardians to imprisonment or fine.

Language.—German is spoken by all classes, with the exception of some Polish peasants in the province of Posen.

English Passports may be had at the Foreign Office, for 2s. It is extremely important for English travellers to know, that all other than English passports are worthless for entering Prussia; and that Belgian and French passports are every day refused at the frontier, and their holders sent back to Brussels, a journey of 190 miles, at great loss of time and money. For further information, see pages xxxiii to xxxviii.

Custom-House.—*(Zollhaus.)*—The *Douaniers* are strict in their examination, but also unexceptionably civil. Every precaution is taken to prevent unnecessary delay.

Money.—See pages xxxix and xl. A thaler is 30 silver groschen, equal to 3s.; 1 silver groschen is 12 pfenninge, equal to 1¼d.; 1 florin (or gulden), 60 kreutzers, 1s. 8d.; ½ florin is equal to 30 kreutzers, 10d.; 36 kreutzers is equal to 1s., or 3 kreutzers to 1d

Schnellposts.—*(Eilwagen.)*—These are the mail coaches, conducted by government officials. All the seats are numbered. Fares about 10 s. gr. per German mile. Rate of travelling 8 miles per hour, 30 lbs. of luggage may be taken free of charge, and 20 lbs. more if paid for. Every package must be distinctly inscribed with name of owner, and place to which he is going. Prussian coaches take no outside passengers.

Inns.—The average charges are, bed 12 sg.; table d'hote, 20 sg.; tea or coffee, 6 sg.; breakfast, 15 sg.

Forwarding Luggage.—See page XXVIII.

THE ELECTRIC TELEGRAPH.—The Electric Telegraph is in operation throughout the principal parts of Prussia, Germany, and Austria.

Measure.—The German Mile is equal to 4 miles 1056 yards English, or 8006 yards.

Berlin via Hamburg.—By the North of Europe Steam Navigation Co's., and Lofthouse, Glover, and Co.'s Steamers from Hull. See page 193.

Aix-la-Chapelle (German *Aachen*).—*Stat.*—45,000—HOTELS:—

HOTEL NUELLENS—first-rate, fare excellent, charges moderate, in an airy and delightful situation, facing the Eliza Fountain, with its garden and public promenade.

THE HOTEL DES QUATRE SAISONS, is an old established first-rate house, situated facing the Theatre, in the most fashionable part of the town, Mr. Huber, the landlord, is also proprietor of the Hotel des Bains and la Rose at Borcette.

HOTEL DU DRAGON D'OR, close to the Kursaal and principal Bath Houses, comfortable and reasonable.

HOTEL DU GRAND MONARQUE, or Dremel's Hotel, first-rate in every respect, a splendid establishment admirably conducted, and charges not unreasonable. A large new bath-house, supplied direct from the mineral springs, is attached to the Hotel, which is a great convenience and luxury for travellers. Mr. Dremel speaks English.

Omnibuses convey travellers to and from the hotels; fare, including luggage, 5 silver groschen.

English newspapers at Mayer's library.

OBJECTS OF ATTRACTION.—The Town Hall, an edifice no way remarkable, has undergone a thorough restoration, and embellished with a number of fresco paintings from scenes in the history of Charlemagne. The Cathedral, begun under Charlemagne in 796, is one of the most important in Germany, and here repose the remains of this great Emperor. The choir of the Cathedral is now being restored. There are also an almost innumerable number of relics of various authenticity and value; and we are told these are all exhibited once in seven years, and that pilgrims flock to see them from all parts of Europe. The Eliza Fountain, and charming gardens. The Kurhaus or assembly rooms for strangers; subscription for the season, for one person, 4 thalers; for two persons, if of the same family, 6 thalers; for each person above, 2 thalers. The new government building, in the court of which is deposited the ponderous Aerolite, said to weigh seven thousand pounds. The monument erected in memory of the Congress of Aix-la-Chapelle, in 1818, The Belvedere in the Louisberg, and the hill itself. The new hospital now building outside the town, between the Sandkam and Cologne gates.

The suburbs and environs of Aix-la-Chapelle are both pleasant and interesting. A charming view of the whole city and surrounding country is obtained from the hill of Louisberg, a favourite resort of the good citizens on Sundays and holidays. The valley of Burtscheid or Borcette is also worth visiting. It extends from east to west, and is celebrated for the numerous warm springs and brooks that run through it.

A short distance from the town is situated Frankenberg, an old castle, said to have been a hunting-lodge of Charlemagne; a moat surrounds it, into which the legend says Frastrada threw her ring.

Aix-la-Chapelle is celebrated for its warm mineral springs, containing large quantities of sulphur, efficacious in chronic cutaneous diseases, rhumatism, gout, &c.; but they are sometimes injurious if taken improperly. We refer those who wish to obtain information on the medical properties of these waters to the work of Dr. Wetzlar, physician of Aix, who has communicated the result of 20 years' practice and experience. Dr. W. speaks English.

ENGLISH CHAPLAIN—Rev. Charles de Coetlogon; service at the church, in the Anna Strasse, on Sunday at 12 and 7 o'clock.

Dr. Diemer, who is well known by many of the English as Medical Director of Marienberg on the Rhine, has been in practice the last two years as Physician in Aix-la-Chapelle. Dr. D. speaks English fluently.

The needle, button, and glass pin manufactory of F. Neus and Co., is well worth a visit to any one who can spare an hour.

Persons going to Hanover or Berlin will find the route *via* Aix-la-Chapelle and Ruhrort cheaper and shorter. See p. 81. The route *via* Cologne, will be prefered by some persons as the Express trains keep time admirably.

CONVEYANCES.—Railway to Cologne, see page 60, also to Verviers, Brussels, Ostend, and Calais, see page 67. To Dusseldorf and Homberg (Ruhrort) see page 85. To Maestricht, see page 68. Diligences, see page 222.

Bad-Oeynhausen.—*Stat.*—HOTEL:—

HOTEL VOGELER.

The origin of this place dates from 1845, when by boring upon Rock salt to a depth of 2220 feet, a spring of hot saline water was opened, and it has since become the most delightful and fashionable bathing and watering-place in the north of Germany, with splendid bathing-houses of every description, established and maintained by the Prussian Government. The place already extends to Neusalzwerk, the site of very extensive saltworks belonging to the Prussian Crown, forming a town one mile long, and presenting everywhere

very charming views of the surrounding country, including the pleasant chain of the Weser Mountains. In addition to the baths there are manifold points of attraction, viz, the Porta Westphalica (Gate of Westphalia), formed by the mountains Wittekind and St. Jacob, the delightful vale of the river Weser, with different ruins and castles.

CONVEYANCES.—Railway to Minden, Bremen, Berlin, Hamm, Cologne, &c., pages 86 and 87; Steamboats up the Weser to Plotho, Pintein, Hameln, downwards to Minden and Bremen. Diligences and Omnibuses to all directions in the neighbourhood.

Bautzen.—*Stat.*—13,000. HOTEL—GOLDEN KRONE—very good.

A flourishing manufacturing town, capital of Upper Lusatia, situated on the Spree in the midst of a charming country. The only buildings of interest are the Church of St. Peter, the Rathhaus, and the old Castle of Ortenburg. Near the town the battle of Bautzen was fought, 1813, when Napoleon defeated the Allied Armies of Russia and Prussia.

CONVEYANCES.—Railway to Dresden, Lobau, Zittau, Gorlitz. &c see page 128.

Berlin.—*Stat.*—*(With Map in Special Edition.)* —350,000. HOTELS:—

HOTEL DU NORD, a good first-rate house, and highly recommended. Landlord, Mr. Brandt.

HOTEL DE ROME, under the Tilleuls, one of the largest and best hotels in the capital.

HOTEL VICTORIA, in a good situation on the Unterd en Linden, much commended

HOTEL ROYAL, a first rate, excellent and good hotel for all classes of travellers.

HOTEL ST. PETERSBURG, Unter den Linden, a first-rate first-class hotel for families and gentlemen.

HOTEL D'ANGLETERRE, Place an der Bauacademie, situated in the finest part of the town.

Best restaurants, Mielentz, 28, and Meinhardt's, 33, Unter den Linden, Sandra.

THE ENGLISH EPISCOPAL CHAPEL is in the Royal palace of Monbijon The service begins at eleven o'clock, and the sacrament is administered every first sunday in the month.

Capital of Prussia, situated on the river Spree, 127 feet above the level of the sea, scattered over a sandy plain, with very wide streets. It is one of the largest and handsomest cities of Europe, being about twelve miles in circumference, with 27 parish churches, 37 bridges, &c., and upwards of 100 public schools, and as many of a private description; its charitable and scientific institutions are very numerous: and its manufactures consist of wool, cotton, silk, ribbons, porcelain and stoneware, bronze, gold and silver ware, straw-hats, artificial flowers, &c. &c.

POST-OFFICE, 60, Konigsstrasse; open from 7 a.m. to 8 p.m. Letters reach England on the third day (postage 8d.) viâ Ostend.

GUIDES—Rading, No. 18, Unter den Linden, speaks English, and is a good guide. Schmidt.

THE RAILROAD TERMINI are—to Potsdam (in 40 minutes), outside the Potsdam Gate; to Leipsic, Magdeburg, and Hanover, outside the Anhalt Gate; to Stettin, outside the Oranienburg Gate; to Frankfurt-on-the-Oder, near the Stralauer Platz.

OPEN DROSKIES, drawn by one horse, stand in the streets. Fare for a drive into the town, 5 silbergroschen. The regulations, as to charges, are hung up in every vehicle.—A servant serving for hire receives generally 1 dollar a day, 15 sgr. for half a day, and 5 sgr. for the hour.—The best Baths are No. 1, New Packhof, and No. 19, New Friedrichstrasse.

PERFUMERY.—Ludwig, 33, Charlotten Strasse, Berlin.—See advertisement, end of Book.

OBJECTS OF ATTRACTION.—The street called Unter-den-Linden (Under the Linden-trees,) reaching in a direct line from the royal palace to the Brandenburg-gate, with many public and private edifices. The castle, or royal palace, is large but not beautiful; the hall of arts (Kunst kammer), which is to be seen on Tuesdays, Wednesdays, Thursdays, and Fridays, by means of tickets of admission, which are readily procured through the medium of the guide, contains a multitude of Chinese, Japanese, and American curiosities; the Egyptian Museum, recently enriched by the acquisitions of Lepsius; and the very large ale-cup belonging to Luther; the new museum, a very chaste edifice, built after the plan of the architect Schinkel,—the foundation is laid upon stakes. Before the museum stands a gigantic basin, cut out of one solid piece of granite, 22 feet in diameter; the fore colonnade is adorned with beautiful designs in fresco, by Cornelius. The interior of the museum has its usual attractions. The sculpture and picture galleries are open daily to the public (Sundays excepted),—in the summer, from 10 to 4, in the winter season, from 10 to 3 o'clock. The collection of vases and bronzes can only be visited on the Wednesdays; the entrance is at the back part of the museum The King has lately added a new building to the Museum, in extent twice its size, and most beautifully decorated, into which it is intended to remove the works of antiquity now scattered in various royal palaces. The Treppenhaus or Stair-case Hall, adorned with wall-paintings from designs by Kaulbach, is perhaps the finest in Europe. Amongst the bronzes there is a very beautiful antique found in the bed of the Tiber. It is a perfect work of art. The subject is a boy praying. The collection of paintings is very rich in early masters, of which a catalogue may be obtained. The royal library is a very tasteless building, with 500,000 volumes and 500 manuscripts, the most interesting of which are an album with six very beautiful miniature portraits, by Lucas Cranach, and Guttenberg's Bible, the first book printed with moveable types. The reading-room is daily open; the apartments, however, in which are kept the periodical publications, are only open from 10 to 12, and admission by ticket from the principal librarian. The university is a large beautiful building, with the natural history museum, and zoological

cabinet, open every Tuesday and Friday, from 12 to 2, admission only by ticket, which is given out by the director; the mineralogical cabinet; the anatomical museum, open every Wednesday and Saturday, from 4 to 6 in the summer, and from 2 to 4 o'clock in the winter, admission by ticket only. The arsenal, built 1695, by Schlitter, is considered a master-work, in the pure style; tickets of admission are to be procured at No. 1, Mollars-gasse; the new Opera-House; the picture gallery of Prince Raczinsky is well worth visiting; the palace of Prince Charles, No. 9, Wilhelms-platz; the palace of Prince William of Prussia; Under the Linden trees; the palace of Prince Albert, 102, Wilhelms-strasse, built by Schinkel. Kroll's winter-garden in the Thiergarten, a noble park of some 3000 acres, is also worthy a visit. Many fine statues on the streets, but *all* military. Charlottenburg by buss hourly, from Unter den Linden, opposite the Hotel du Nord. The grounds are good. The principal object is the Mausoleum in which are two beautiful recumbent figures of Frederick III and his queen by Rauch. The drive thither is very pleasant. Potsdam by rail. At both Charlottenburg and Potsdam there are beautiful statues of of the late queen. Newspapers of all countries at Zeitungshalle, 12 and 13, Oberwalle Strasse

CONVEYANCES.—For Railway information, see pages 107, 113, 114, 115, 116, 121. For Diligences, see page 216.

From BERLIN to	Itineraries of the most Direct Routes from BERLIN to the following Alphabetical List of Towns.	ORDINARY FARES. 1st Class. £ s. d.	2nd Class. £ s. d.	TIME. Exp. h. m.	Ordy. h. m.
1 Amsterdam	Hanover, (No. 11), Minden, p. 102; Oberhausen, p. 87; Emmerich, Amsterdam, p. 82	3 4 10	2 5 0	17 11	24 24
2 Antwerp	Cologne, (No. 6), Antwerp, via Liege & Malines, pp. 67, 70, see Cologne Routes p. 300 (No. 3)	3 17 2	2 14 4	20 25	29 5
3 Bremen	Hanover, Bremen, p. 101	1 16 2	1 4 9	10 15	12 10
4 Brussels	Cologne, (No. 6) Brussels p. 67, see Cologne Routes, p. 300 (No. 8 a)	3 17 3	2 14 5	20 23	28 55
5 Cassel	Hanover, (No. 11), Cassel, via Gottingen, p. 101.	2 0 8	1 7 9	11 50	13 45
6 Cologne	Minden, No. 14), Cologne, p. 87	2 17 8	1 19 10	14 15	20 55
7 Dantzic	Stettin, Waldenberg, Dantzic, p. 123, 118	2 5 1	1 13 7	13 5	16 33
8 Dresden	Dresden, p. 113	0 16 6	0 11 0	5 20	6 30
9 Frankfort-o-M.	Cassel, (No. 5), Frankfort, p. 92	2 16 6	1 18 1	17 5	19 40
10 Hamburg	Via Wittenberge, p. 107	2 2 6	0 17 0	6 16	9 30
11 Hanover	Magdeberg, p. 115; Brunswick, p. 105; Hanover, p. 103	1 7 2	0 18 9	7 0	8 55
12 Leipsic	Cothen, Halle, p. 114	0 18 0	0 12 0	5 30	7 45
13 London	a Hamburg (No. 10), London direct in about 48 hrs	3 4 6	2 2 0	54 16	57 30
	b Rotterdam, (No. 18),	4 11 1	3 0 0	abt. 4	0 hrs.
	c Cologne, (No. 6), Ostend, p. 62, Cologne Routes, page 300, (No. 22 b), Dover, London	5 18 9	4 13 8	29 10	43 45
	d Cologne, (No. 6), Cologne Rts., p. 300 (No. 22 c)	6 11 5	4 12 11	31 40	44 10
14 Minden	Magdeberg, p. 115; Brunswick, p. 105; Hanover, p. 103; Minden, p. 88	1 12 3	1 2 1	8 25	10 45
15 Paris	Cologne, (No. 6), Cologne Rts., p. 300 (No. 27 a)	5 2 2	3 12 11	26 11	42 0
16 Potsdam	See page 115	0 2 5	0 1 9	0 30	0 35
17 Prague	Dresden, (No. 8), Prague, p. 138	1 12 1	1 2 10	11 34	13 45
18 Rotterdam	Minden, (No. 14), Oberhausen, p. 87; Emmerich, Rotterdam, p. 82	3 4 11	2 6 1	18 1	23 52
19 Stettin	See page 116	0 12 0	0 9 0	3 0	3 37
20 St. Petersb'rg	Königsberg, p. 118, Tilsit, diligence, Tauroggen, diligence	9 0 10	5 6 9	108 0	136 0
21 Vienna	Prague, (No. 17), Vienna, p. 138	4 3 7	3 3 2	30 6	38 30

Berncastel.—

HOTEL.—DREI KONIGE.

Berncastel, a town on the Moselle, with 2000 inhabitants. The steam-vessels ascending the river from Coblentz to Treves stop here for the night, and leave for Treves next morning, see p. 183

Bielefeld.—*Stat.*—INN.—DEUTCHES HAUS.

7,000 inhabitants. Its best buildings are the St. Maria and St. Nicholas churches, the Franciscan Kloster, and its ancient castle, now a prison. The town is famous for its trade in linen and thread; the best linen comes from Jöllenbeck, the best thread from Iselhorst. The environs are delightful, rich in gardens and promenades, especially Sparenberg with its ruins, Johannisberg and its grounds, &c. At the upper gate are some fine premises belonging to the merchants Laer, Walter, and Wittgenstein.

CONVEYANCES.—Railway to Minden, Hanover and Berlin, see page 86; to Hamm, Munster, and Cologne, see page 87. Diligences, page 217.

Bodethal and the **Rosstrappe** lie on the North of the Hartz, 3 German miles from Halberstadt

and 5 German miles from Harzburg. It is the most beautiful spot in the whole Hartz, for here distant views over the whole range of mountain, land and plain unite in one point and every traveller departs content from the wild and romantic Bodethal

THE HOTEL HUBERTUS BAD lies at the entrance of the valley, and is the most commodious to remain at, for from here excursions to all parts may be most conveniently made.

Brandenburg.—*Stat.*—INNS.—

HOTEL DE BRANDENBURG. Restaurant at the Railway Station.

Chief town of the electorate, with 14,000 inhabitants, 38 miles from Berlin. The Katharinenkirche, built in 1410, contains an antique font and a library. The Cathedral, which is in the Burg, on an island in the river Havel, possesses some paintings by Cranach, a subterranean chapel, tombs of three Margraves, and some remarkable statues. There is a fine prospect from the Marienberg, in which appear the towers of Potsdam.

CONVEYANCES.—Railway to Potsdam, Berlin, and Magdeburg, see page 115. Diligences, p. 218.

Breslau.—*Stat*—HOTEL:—ZEDLITZ—Near the Railway, very comfortable.

Breslau, on the Oder, capital of the province of Silesia, with 110,000 inhabitants.

OBJECTS OF ATTRACTION.—The cathedral, erected 1170, out of bricks, and not in a tasteful style, the Kreuzkirche, built upon the site of a much older church, with a remarkable monument of Duke Henry the Fourth, and a bronze relief of John of Breslau, 1496, by Peter Vischer; the St. Elizabeth church, with the highest tower in Prussia (364 feet), was built in the 9th century; the church of our Blessed Lady, on the sand, has in the interior very beautiful proportions; the great Ring, with town hall; the Blucher platz, with a bronze statue of Blucher, the Tauenzien-platz, with the statue of General Tauenzien, the university, brought hither in the year 1811, from Frankfort on-the-Oder, with 700 students, the museum of natural history; and the library. In the environs are Liebich's garden, Morgenau, Oswitz, Pögelwitz, Lissa.

CONVEYANCES.—Railway to Frankfort and Berlin, see page 121; to Waldenburg, see page 122. Diligences, page 218.

Brieg.—*Stat.*—INN.—GOLDEN CROSS.

Population 12,600. The church of St. Nicholas has a fine organ and an altar-piece by Rode. Among other buildings here, are the gymnasium and the old ducal palace. Near this town is Mollwitz, where the Austrians were defeated by Frederick the Great in 1741.

CONVEYANCES.—Railway to Neisse, see pages 124; to Breslau and Vienna, see p. 123

Cleves.—HOTEL:—ZUM THIERGARTEN, comfortable and reasonable

Capital of the Duchy of Cleves, with 8,000 inhabitants, connected with the Rhine by a canal about 2½ miles in length. It is situated upon gently sloping hills, three in number, in the midst of a lovely and fertile country, well diversified with [illegible] vales, and woodland. The ancient castle of Schwanenburg, formerly the residence of the Dukes of Cleves, was the birth-place of Anne, wife of Henry VIII., also the scene of a legend which is the subject of one of Southey's poems. Its tower, 180 feet high, built on the summit of a rock, commands a view of all the country round; there is also a fine prospect from Clevesburg near the Thiergarten, and another from the Prinzenhof, which is a fine building. There is a mineral spring and pleasant walks in the Thiergarten. The remains of Prince Maurice of Nassau lie in an iron sarcophagus, in a little wood half a mile from the town. Cleves is the birth-place of the celebrated Seydlitz about 5 miles from the Emmerich Junction of the Dutch Rhenish and Cologne Minden Railways, see pages 82, 83 and 86.

CONVEYANCES.—Diligences, see page 221.

Dantzic.—70,000—*Stat.*—HOTEL:—

ENGLISCHER HOF—best.

A highly interesting fortified city, on account of its ancient architecture: beautiful old "Langgrasse" street It is one of the Prussian ports and has a great corn trade. Amber obtained here.

CONSULS, England—H. R. Plaw. French—E. Domnere. Belgium—Watley. Holland—Forking.

ENGLISH CLERGYMAN, Rev H. Lawrence.

BANKERS, Messrs. Normann, S. H. Goldschmidt and Sons.

MONEY.—30 Silver groschen, 1 Thaler, 10 silver groschen, 1 Guilder: the Guilder is about 2s. sterling.

CONVEYANCES.—Steamers daily in Summer to and from Konigsberg; Railway to Dirschau, Braunsberg, Stettin, Bromberg, Posen, and Berlin, see pages 118 and 119

Dessau.—*Stat*—HOTELS.—

DER GOLDENE BEUTEL.

Capital of the Dukedom of Anhalt Dessau, with a population of 12,000, on the Mulde, near its junction with the Elbe. The edifices are of modern date, of which the principal is the ducal palace, containing a library, cabinet of curiosities, and picture gallery. In the Schlosskirche is the famous "Last Supper" by Cranach, in which he introduced portraits of some of the chief actors in the Reformation. Dessau is the birth-place of Mendelssohn. The gardens in the neighbourhood are much admired, especially the garden of Worlitz, about six English miles from Dessau, which is well worthy of a visit.

CONVEYANCES.—Railway to Cothen, Halle, Leipsic, and Berlin see page 114.

Emden.—*Stat.*—16,000.

HOTEL:—POST—in the market place.

A fortified town and seaport of Friesland, surrounded by marshes, but the country around is very fertile. It has a most extensive trade in oats, cheese, butter, &c, exporting more oats than any other European port. The town possesses nothing of interest beyond its commerce.

CONVEYANCES.—Railway to Lingen, Osnabruck, Minden, Hanover, &c see page 102.

Erfurt.—*Stat.*—HOTELS

SIBLER'S HOTEL, near the Station—good. An important fortified town, situated on the great road leading from Frankfort-on-the-Maine to the north of Germany, 9 miles west of Weimar. Erfurt, according to tradition, was founded as early as the fifth century, by a noble named

Erpes. It contains about 30,000 inhabitants, who are partly employed in the manufacture of woollens and silks. Among the objects of attraction in Erfurt may be mentioned the cell in which Luther lived from 1505 to 1512, and the large bell, weighing 275 cwt. The town also contains many scientific and other institutions. Promenades.

CONVEYANCES.—For Railway, see page 117.

Frankfurt-on-the-Oder.— *Stat.*—HOTELS:—KAISER VON RUSSLAND, near the Station—good.

A city, with 26,000 inhabitants. A wooden bridge laden with stones, so that the stream may not carry it away, joins the old town on the left shore of the Oder, with the suburbs on the right. The prosperity of the town is owing to its being situated on the principal road or thoroughfare to Silesia, and to its navigable river, which is connected by canals to the Weichsel (Vistula) and the Elbe; three fairs are annually held here. The university was removed in the year 1810 to Breslau. Near to the bridge stands a monument to the memory of Prince Leopold of Brunswick, who was drowned at that spot, in the year 1785, in his endeavours to save an unfortunate family from the waters. In the neighbourhood of the town is the battle-field of Kunnersdorf, where Frederick the Great was beaten, in the year 1759, by the combined armies of Russia and Austria.

CONVEYANCES.—Railway to Berlin and Breslau, see page 121.

Freiburg.—*Stat.*—12,000.—HOTEL:—BUCKWALD'S.

An ancient city and capital of the mining district of Saxony, situated in the Mulde, noted for its silver, lead, and copper mines, and for its mining Academy, which is attended by students from all parts of the world. Attached to the Academy is a Museum which possesses rich collections of the mineral productions of Saxony, and also, the valuable collection of Werner, and a large number of valuable models relative to the art of mining. The buildings worthy of notice are, the Dom-Kirche, or Cathedral, a fine gothic building of the fifteenth century, containing two very curious gothic pulpits, a romanesque portal called the "Golden Gate," and the tomb of the geologist Werner; the Rathhaus, and the Market. There are said to be upwards of 140 mines in Freiburg and the neighbourhood.

CONVEYANCES.—Railway to Waldenburg, Leignitz Breslau, &c. see page 122.

Glogau.—*Stat.*—INNS:—DEUTSCHES HAUS.

A strongly fortified town on the left bank of the Oder, with 13,000 inhabitants. The Cathedral stands on the right bank of the river, and is well worth seeing; as also the former ducal castle, the two gymnasia, the town-hall, two sugar refineries, &c. The Citadel and Brückenkopf are deserving of notice. Its promenades are much admired, and among the places in the vicinity, Friedensthal, Lindenruh, Rauschwitz, Zarkau, Brostau, and Hermsdorf are most frequented.

CONVEYANCES.—Railway to Hansdorf, Frankfurt, Berlin, and Breslau, see page 121.

Gorlitz—*Stat.*—a town in Upper Lusatia, on the Neisse, noted for its woollen and linen manufactures. It contains six churches, the chief of which has an excellent organ. Here also is a spire of great height. Population 15,700; 50 miles from Dresden.

CONVEYANCE.—Railway to Kohlfurt, see page 121.

Halberstadt.—*Stat.*—INNS.—

HOTEL VON PREUSSEN—best.

An old town, with 20,000 inhabitants, built on an arm of the Holtemme, twenty-five miles West of Magdeburg. The cathedral is a remarkable gothic edifice, erected in the middle of the 13th century; the western front is however of more ancient date. The church of Our Dear Lady, after the Byzantine style, is very ancient, it was finished in the year 1005; the Rolandssäule; the Lägenstein; many houses are curiously adorned with wood. In the neighbourhood are worth visiting the Spiegelberg, Langenstein, Bullenberg, from whence you have the best prospect of the town; Ströbeck, notorious for its chessplayer. A tour can be made from Halberstadt to Rosstrappe, in the Hartz.

CONVEYANCES.—Railway to Oschersleben & Magdeburg &c., see page 105.

Halle.—*Stat.*—27,000.—HOTELS—

ENGLISCHER HOF—good.

A large town, built in the form of an irregular square, on the river Sale. It contains scientific institutions of almost every description, and is celebrated as the birthplace of a number of distinguished individuals. In the immediate vicinity are two interesting institutions—an orphan asylum and an establishment for printing the Scriptures, erected in 1712, which is said to have issued since its foundation more than two millions of Bibles, and half that number of New Testaments. Halle contains two public libraries, that of the University and that of the Town, besides a number of other institutions. The principal manufactures are woollens, stockings, silk, leather, buttons, hardware, and starch. Coal and salt-springs are met with in the neighbourhood. Carraway seeds much grown here. The ruins of the castle, as well as the Marktkirche (Market-church), which is a beautiful gothic building with a superb painting by Lucas Cranach, are worth seeing. Also the Red Tower in the market place.

CONVEYANCES.—Railway to Eisenach and Leipsic, page 117; to Berlin and Leipsic, see page 114. Diligences, see page 343.

Hamm.—*Stat.*—HOTEL:—

PRINZ VON PREUSSEN, near the Station.

The capital of the Earldom of Mark contains 8,000 inhabitants, and some manufactories in metals. Farther to the westward, upon the Lippe, there are still to be seen the constructions of Roman encampments. In the year 1790, during their banishment, the French Princes of the house of Bourbon, the King, afterwards Charles X., and his descendants, resided at Hamm. Their place of residence is still in existence, and is called "Nassauer Hof." The town is the point of intersection of four lines of railway, viz.:—To Cologne, Minden, Munster, Cassel. Distance from Hanover

114, and from Cologne 92 English miles. It possesses two Evangelical and one Catholic Church. The town is situate on a plain, has wide, and at all times cleanly streets, and the surrounding country is beautiful.

There is a Court of Appeal (Appellhof), an Assize Court (Assisenhof), a High School (Gymnasium Illustre), a garrison of Cuirassiers, and excellent wave and river Baths. The water of the river Lippe has medicinal qualities for the cure of inflammation in the eyes.

For Railways, see pages 86, 87, & 99.

Herford.—*Stat.*—6,700.—INNS.—

PREUSSISCHER HOF.

Fifty-six miles from Hanover, on the Werre. The ancient abbey of Mönchkirche, and the church of St. John the Baptist, with the tower, 400 feet high, are worth visiting; here are shewn the crucifix and cup of Duke Wedekind—his tomb is at Engern, 5 miles eastward. In the neighbourhood of this place it is supposed that the army of Varus was cut off by Arminius.

CONVEYANCES.—Railway to Minden, Hanover, Hamm, and Cologne, see page 86.

Hildesheim.—*Stat.*—14,000.

HOTEL:—RHEINISCHER HOF.

An ancient commercial and episcopal city situated on the Innerste. The objects of interest are the Cathedral, a fine building of the early part of the eleventh century, with curious bronze gates, and some fine bas-reliefs; the romanesque church of St. Godehard; the churches of St. Lambert and St. Andreas; the pillar on the Dom Platz. There are some very interesting specimens of ancient domestic architecture to be found here.

CONVEYANCES.—Railway to Hanover, Brunswick, Harburg, &c. see page 100.

Iserlohn.—INN.—

Quinke's Hotel.

14,000 inhabitants; remarkable for its manufactures in iron, steel, and bronze. In its neighbourhood is the famous Felsenmeer (sea of rocks), and the remarkable sounding cave containing fossil-bones. The country all around is finely diversified with picturesque ruins, rocks, glens, and valleys, among which are interspersed workshops, forges, paper-mills, &c. Very brown rye-bread used here by both man and beast.

Konigsberg—80,000—(Polish, *Krowlewiecz*)—*Stat.*—HOTELS—

SCHONBERG'S HOTEL.

On the river Pregel formerly the capital o Prussia Proper.

The principal public buildings are the Cathedra of St. Nicholas, built in 1332; and the University, founded in 1544. Kant, the metaphysician, lived and died here. Statue by Kiss in Konigs garten Stadt, Museum. Trade in corn, tallow, butter and flax. This city is famous for the quantity of amber found on the sea-coast.

CONVEYANCES to Memel, by Tilsit, 137 English miles; to Tilsit (71½ English miles), see Diligences, page 120. Railway to Danzig, Bromberg, Posen, Stettin, and Berlin, 420 English miles, see pages 118, 119. Steamers, see page 195.

Kothen, or Cothen.—*Stat.*—Inns.—

Grosser Gasthof

6,000 inhabitants; remarkable only for the magnificence of its railway station.

CONVEYANCES.—Railway to Wittenberg and Berlin, see page 114; to Leipsic, and Magdeburg, see page 108; to Bernburg, see page 108.

Liegnitz.—*Stat.*—INNS.—

Rautenkranz, good.

Population 14,000. A handsome town, well situated at the junction of the Katsbach and Schwarzwasser. Its castle, which was burned down in 1834, has been rebuilt. The Fürstencapelle contains the tombs of the Piast family, 24 of whose members were Kings of Poland, and 123 Dukes of Liegnitz. Some suits of antique mail are shown in the town-hall. The Kloster Wahlstadt, built upon the spot where, in 1241, the Tartar hordes were routed, contains some pictures, and affords a fine prospect from its walls. The new cemetery is also worth seeing.

CONVEYANCES.—Railway to Breslau and Berlin, see page 121.

Magdeburg.—*Stat.*—HOTELS:—

HOTEL ERZHERZOG STEPHEN close to the Railway

On both sides of the Elbe, a strong fortress, with the military included, has 55,000 inhabitants; is a noted commercial and manufacturing town—90 E. miles S.W. of Berlin, and 72 N. of Leipsic.

OBJECTS OF ATTRACTION.—The cathedral, erected in the years 1211 to 1363, in the latter time restored again; the tomb of the Emperor Otto and Editha; the monument of Archbishop Ernest (1495); a splendid pulpit, a work by Caput of Nordh, 1594, a monument of Bake, canon, who saved the cathedral before its demolition by Tilly; a monument of the woman of Asseburg, who returned home the night after her burial, had several children, and lived nine years after; the St. Sebastian's kirche, with the tomb of Otto of Guerike: the old market, with an equestrian statue of the Emperor Otho, in the year 979; in the Friedhof (churchyard) before the Krökenthor, lies buried the celebrated republican general Carnot. A canal joins here the Elbe to the Havel. It also contains some charming public gardens.

CONVEYANCES.—Rail to the Rhine, *via* Hanover, page 87; to Hamburgh, *via* Hanover and Harburg, and direct, joining the Hamburgh and Berlin line at Wittenberge, see pages 105, 106, and 107. To Halle and Leipsic, see page 108. Steamboats also ply daily to Hamburg, and run the distance in 15 hrs.

Minden.—9,000—*Stat.*—INNS.—

GERMAN HOUSE, STADT LONDON, STADT BREMEN EISENBAHN.

A strong Prussian fortress. The Cathedral is a fine structure in the pointed style. The Weser is here crossed by a bridge 600 feet long. The best things to be seen here are Herr Kruger's collection of pictures, in which are to be found some curious specimens of ancient German masters, and the Westphalian Museum. Several Diets were held in this place, and some of the early German Emperors made it their residence.

CONVEYANCE.—Railway to Hanover and Bremen, see pages 89 and 90; to Hamm, Munster, and Cologne, see pages 87; to Osnabruck, page 102. For Steamers, see p. 212. For Diligences, see p. 213.

Munster.—*Stat.*—INNS.—

MÜNSTERISCHER HOF, good Table d'Hôte.

Population 24,000; capital of Westphalia; is a well-built and flourishing town, antique and curious, with some gothic buildings of great beauty, among which are conspicuous the Rath-haus, where the Peace of Westphalia was signed at the end of the 30 years' war (in the Frieden Saal, as it is called, are preserved the portraits of the great contracting parties, with the seats on which they sat); the Cathedral, with the tomb of Bishop Galen, famous for his warlike tastes, his immense standing army, with which he bombarded his own town when in a fit of ill-humour, and for the citadel he built; the Oberwasser Kirche; St. Lambert's church, with its tower, on which are still hanging the three iron cages wherein John of Leyden and his two friends were fixed to be tortured with red-hot pincers previous to their execution; the Ludgeri Kirche, a peculiarly fine specimen of the Romanesque; the Schloss, formerly the Bishop's palace, a handsome but somewhat ruinous building, with its gardens on the site of the ancient citadel. The old fortifications have been levelled, and converted into pleasant promenades. John of Leyden's house is still shewn in the market place; it is marked with quaint carving. The main street is remarkable for its arcades running along the ground floor. Trade in Westphalia hams, &c. Picture gallery.

CONVEYANCES.—Railway to Hamm, Rheine, Paderborn, Hanover, Cologne, &c., see pp. 99, 100, 102. For Diligences, see page 234.

Nordhausen.—INNS.—

DEUTSCHE HAUSE—comfortable.

39 miles N. of Erfurt; population 13,500; situate n a fertile country south of the Hartz mountains. In the church of St. Blasius are two pictures by Luke Cranach. In the neighbourhood are the ruins of Hohenstein and Ebersburg; there are many beautiful walks and points of view, such as the Kohnstein, Geiersberg, and the alabaster grotto. Many distilleries.

For Diligences, see page 235.

Posen.—*Stat.*—INNS.—

HOTEL DE VIENNE—excellent.

A strongly fortified town on the Russian frontier, with a population of 40,000, of whom 9,000 are Jews. Of its 23 churches that of St. Stanislaus is distinguished as a masterpiece of Italian architecture. The Cathedral is remarkable for the noble simplicity of its style; the Golden Chapel, painted in the byzantine style, contains two bronze statues of Polish kings; the Rath-haus is a splendid gothic edifice, with a tower which is the loftiest in the town; what was formerly a Jesuits' College is now the seat of government; there is also a very magnificent palace, with a library of 20,000 volumes, presented to the town by Count Raczynski; also many other good buildings. Posen has a considerable trade in corn, cloth, linen, leather, and tobacco, and a wool fair in June. It possesses many places of public amusement—theatre, casino, coffee-houses with gardens, promenades, &c.

CONVEYANCES.—Railway to Stargard, Stettin and Berlin, see page 105. For Diligences, see p. 246.

Potsdam.—*Stat.*—

HOTEL EISELDERN. HOTEL DEUTCHES HAUS. A good restaurant at Station.

This Prussian Versailles lies on the right shore of the Havel, which, at this part, flows into a lake. It has 26,000 inhabitants, without the military; founded by the Electoral Prince of Brandenburg. It was, when Fortune favoured the royal house, the residence of the Prussian princes; it owes, however, its prosperity to Frederick the Great. The principal buildings are: the Garnison kirche, with the tomb of Frederick the Great; the St. Nicolai church; the Royal Palace, with the rooms of Frederick the Great; the house on the basin, where Frederick's father used to hold his tobacco lectures; Sans Souci, before the Brandenburg-gate; the garden is laid out in the insipid French style; the palace usually inhabited by the present king. There is to be seen here the room in which Frederick the Great died, and also the room in which Voltaire lived. Englishmen will take great interest in visiting the pretty Palace of Babelsberg, the home of our Princess Royal. They will find no difficulty in obtaining admission. Very fine views may be obtained from the grounds of this palace, and from various points along the drive. The tomb of the late king and queen of Prussia, with exquisite sculptures by Rauch, is very interesting. The Russian colony is deserving a visit. Pompeian House.

CONVEYANCES.—Railway to Berlin and Magdeburg, see page 115. For Diligences, see page 236.

Prenzlau.—INN.—

HOTEL DE PRUSSE.

Situated on the Unter Uckerlake, with 11,000 inhabitants. In its gothic Hauptkirche is a beautiful altar and picture by Rode. It possesses a gymnasium, library, and baths, with pleasing gardens and grounds. An organ has lately been erected here, said to rival those of Haarlem and Fribourg. The neighbouring lake abounds in fish. For Diligences, see page 236.

Schwelm.—*Stat.*—INN.—

MARKISCHER HOF.

A busy place, like all the other towns in the Wupperthal, with 3,400 inhabitants. The whole country for miles round is studded with towns and villages full of life and activity, and in this respect only to be surpassed by the manufacturing towns of England. Within two leagues of Schwelm is the much-admired Schwelmer Höhle or Klutart, whose labyrinths must not, however, be visited without an experienced guide. Iron manufactories.

CONVEYANCES.—Railway to Dortmund, Soest, Elberfeld, and Dusseldorf, see page 98.

Soest.—*Stat.*—HOTEL:—BIER OYSTERS—very good.

9,000. A curious old walled town, containing many very singular churches and other buildings; among others the Dom or Cathedral, in the Byzantine style; the Petri-kirche, also Byzantine; and the Wiesen-kirche, a splendid building in the German-pointed Gothic style. There is a good trade in corn here. In the neighbourhood are the Saline Baths of Sassendorf and of Konigsborn, also, a number of extensive Salt works. Living here is very cheap.

CONVEYANCES.—Railway to Dortmund, Elberfeld, Dusseldorf, &c. see page 98.

Stargard.—*Stat.*—On the Stettin and Posen railway, with 10,000 inhabitants. Its antique fortifications and watch-towers are in good preservation. The Marienkirche, built in the 13th century by the Templars, is a fine structure well worthy of a visit; as are also the Town-hall and the Johanniskirche.

CONVEYANCES.—Railway to Stettin, Woldenberg, see page 108.

Stettin.—*Stat.*—HOTEL:—

HOTEL DE PRUSSE, a first-rate capital Hotel, the landlord particularly attentive to English travellers.

On the Oder, contains 39,000 inhabitants. More than 1000 ships enter the harbour yearly, and a very considerable commerce is carried on in shipbuilding, corn, &c. New Exchange and Theatre.

THE OBJECTS of ATTRACTION are the Schlos kirche, with the tombs of the ancient dukes of Pommern; the Wall kirche, built 1124; the Jacobite tower, from the top of which you have the best sight of the town and river; the Konigs-platz, with a marble statue of Frederick the Great, by Schadow. Two Russian Empresses were born at Stettin, Catherine the Great (1729), and Maria Feodorowna, consort of Emperor Paul (1759). The principal promenade is the Plantage, before the Anclamthor.

CONVEYANCES.—For Diligences, see page 238. For Steamers, see page 208. For Railway, see pages 116 and 117.

Stralsund.—INNS.—

HOTEL LOWE, (LION,) in the Market Place.

21,000 inhabitants, 87 miles from Stettin, on the Strait of Gellen, which separates the Isle of Rüger from the mainland. This town is famous for the successful defence made against Wallenstein in the 30 years' war, as also for Charles XII. having been besieged in it on his return from Bender. The Rath-haus is a beautiful gothic structure. The church of St. Nicholas with its monuments and font, and the Marienkirche with its organ, paintings, and fine view, are well worth seeing. There is also a cabinet of natural history and a library. The picturesque island of Rügen opposite may be visited by the ferry, which is a mile across.

For Diligences, see page 238. For Steamers, see page 210.

Swinemunde (BALTIC).—HOTEL: OLTHOFFS.

A seaport town of 4,000 inhabitants, situated at the mouth of the river Swine. About 1¼ mile from the town lie the Sea Baths of Swinemünde, consisting of a Bath house, and an Assembly room.

Tharandt.—*Stat.*—1,200. HOTELS—DEUTSCHES HAUS.

A watering-place most beautifully situated at the junction of three valleys. Its mineral springs are much frequented during the summer. The neighbourhood abounds with pretty romantic walks.

CONVEYANCES.—Railway to Dresden, see p. 127.

Treves.—16,000—HOTELS:—

DAS ROTHE HAUS. Well situated and good.

On the right bank of the Moselle, in a rich and fertile valley, bounded with hills rich in pine clad beauty: it is the oldest city in Germany. Its chief objects of attraction are the Cathedral of St. Peter, the *Liebfrauenkirche*, or Lady's Chapel, the Palace of the Electors of Treves, now a barrack, the Pillar of Granite, surmounted by a cross, which stands in the market-place, commemorative of the appearance of the fiery cross in the sky in 958; the baths, amphitheatre, black gate, (Schwartzes Thor), very interesting, (A.D. 312); bridge over Mozelle, (B.C. 28); charming environs; Pallien very picturesque and white house near it, fine view; Igel, 6 miles off, on the Luxembourg road, well worth visiting for its beautiful Roman monument, 70 feet high. In and about this city are very many remains of Roman antiquities.

CONVEYANCE.—Steamers, see page 210.

Wesel.—INN:—DORNBUSCH'S, best.

14,000 inhabitants. This is a considerable fortress on the N.W. frontier of Prussia, at the junction of the Lippe with the Rhine. In a commercial point of view it is a rising place, especially since the improved navigation of the Lippe. Has a handsome Rathhaus.

Wittenberg.—10,000.—*Stat.*—INNS.—

Refreshment Rooms at Station.

A fortified town, in Saxony. In the Schlosskirche, which contains the tombs of Luther-Melancthon, Frederick the Wise, and John the Steadfast, Luther's 95 theses against the doctrine of Indulgences were posted up on the 31st October 1517, being the commencement of the Reformation. This church was much damaged in the siege of 1814. On the market place stands the great bronze statue of Luther by Schadow, with the inscription "Ist's Gottes werk so wird's bestehen, ist's menschen werk, wird's untergehen,"—(if it be God's work it will endure, if man's it will perish.) An oak tree protected by railing is shown as the place where, on the 10th December, 1520, he burned the papal bull. Numerous objects are carefully preserved in this place connected with the memory not only of Luther, but of his friends Melancthon and the painter Cranach. The ancient and renowned university of Wittenberg was in 1817 removed, and united with that of Halle.

CONVEYANCES.—Railway to Cothen, Halle, Berlin and Leipsic, see page 114.

AUSTRIA. (including Tyrol and Hungary.)

Short Tour through the Salzkammer Gut from Linz, occupying two days.—Leave Linz by rail at 6 a.m.; reach Lambach at 10 a.m.; Fare, 45kr. Take a *déjeuner à la fourchette*, at the Station; expense, about 22kr. Travellers will require a separate carriage for visiting the Falls of the Traun. The whole expense, for it and the journey into Gmunden, will be about half a florin each person. Leave Lambach at 11, see the Falls, and arrive at Gmunden at 2; leave by steamboat at half-past 2 for Ebensee (Fare, 50kr.), reach there at half-past 3; leave by omnibus immediately (Fare, 50kr.), and reach Ischl at half-past 5 p.m. Next day (unless a third day be spent in visiting Hallstadt and Gosarr, two most charming spots; see Hallstadt, p. 257) leave Ischl at 10, Ebensee at 12; reach Gmunden at 1; leave by rail at three-quarters past 2, and arrive at Linz about 9. The Lake of Gmunden is beautiful, and so are the Falls.

London to Trieste.—See Through Routes, page 6.

London to Rotterdam.—See Through Routes, page 6.

London to Berlin and Vienna.—By Steamers to Stettin, *via* Tonning and Flensburg, see p 195.

Passports—see pages xxxiii to xxxviii. **Money.**—According to the new Monetary Convention of November 1st, 1858, the Austrian Coinage has been modified as follows:—Accounts are now kept in Florins and Cents, or Soldi, instead of Convention Florins and Austrian Livres. 1 Florin is equal to 100 soldi, or 1s. 11d. The silver coins consist of Florins, Dollars of 1½ Florin, and Double Dollars of 3 Florins. Copper coins of 3, 1, and ½ soldi. Kreutzers are now abolished.

NAVIGATION OF THE DANUBE.

Steamers descend the Danube from Donauworth to Regensburg in one day, from Regensburg (Ratisbon) to Passau and Linz, in one day. From Linz to Vienna, in about nine hours. From Vienna to Galatz and Constantinople, in about ten days. The ascent takes much longer time. Portions of the Danube have been considered by some superior to the Rhine.

Adelsberg.—1,400—Hotel:—

Ungerishe Krone.

No one should pass between Trieste and Vienna, without stopping at this place, in order to see the splendid "grotto of Adelsberg" in a mountain, above three quarters of a mile from the Hotel. It is, without exception, the grandest natural excavation in Europe, if not in the whole world; and the startling effect of a river suddenly appearing in the dark bowels of a mountain, with the lights reflected from the narrow bridge in the roaring waters beneath, will never be effaced from the memory. The cost of seeing this wondrous and beautiful place thoroughly, is about 12 shillings for a party of four, including lights, guides, &c. It takes about two hours to see the principal views.

Conveyances.—Railway, see pages 145 and 146.

Agram.—Inns:—

Kaiser von Oesterreich and Schwarzer Adler.

Population 17,000. This town is the capital of Croatia, and the residence of the Ban. It has an university and a Cathedral. Distance to Warasdin, 10 German miles; to Fiume, 24 German miles.

Baden.—*Stat.*—5,000.

A much frequented watering place, situated on the Schwächat, at the base of the Styrian Alps, 15½ miles from Vienna. The waters are sulphurous, impregnated with Carbonic Acid Gas, and of a temperature varying from 93° to 99° Fahrenheit. They are efficacious for cutaneous diseases, gout, or rheumatism. Numerous delightful excursions may be made in the neighbourhood those in the valley of Helen being particularly beautiful.

Conveyances.—Railway to Vienna, Oedenburg, Gratz, Trieste, &c. see page 144.

Bad-Gastein.—Hotel:—

Moser's Hotel, good.

Has a hot mineral spring of 118 deg. F., (a powerful remedy in cases of apoplexy,) is a watering place about 80 miles south of Salzburg. The surrounding scenery is of exceeding grandeur. The Klam Strasse (near Leopoldstadt) on the road to Salzburg, may rank with the finest passes in the world

Conveyance.—Ellwagen to Salzburg.

Bludenz.—Hotels: Post, Krone, and Adler

A city in the Vorarlberg, about twenty miles west of Feldkirch, and forty east of Landeck, with a population of 1,900. Castle and two cotton mills.

Conveyances.—Ellwagens and stellwagens daily to Landeck and Innsbruck, and to Feldkirch and Bregenz on the Boden-See. (Lake of Constance.)

Botzen, or Bolzano.—8,572—Hotels:—

Kaiser Krone, Europe, and Mezza Luna, (Half Moon).

A city in Tyrol, beautifully situated at the junction of the Talfer with the Eisack. It is twenty-seven miles south of Brixen, seventy-nine miles south of Innsbruck, and forty miles north of Trient. It is one of the most flourishing commercial towns in the Tyrol, having four large fairs held annually. Long arcades or piazzas. Terlaner and some other wines good and cheap here. Pretty neighbourhood.

Conveyances.—Railway, see page 165.

Bregenz.—2,300.—Hotel:—

Golden Adler, good.

A prettily situated town in the Vorarlberg, on the Lake of Constance, 131 miles W. of Innsbruck, and 20 W. of Feldkirch. From the Gebhartsberg, a hill behind the town, a beautiful view is obtained.

CONVEYANCES.—Ellwagens and stellwagens daily to Feldkirch, Landeck, and Innsbruck. Steamers daily on the lake to Lindau, Rorschach, Romanshorn, Friedrichshafen, Constance, & Schaffhausen. At Friedrichshafen is the railway to Ulm, Stuttgardt, and Heilbronn, see page 131.

Brixen.—3,200—HOTEL:—HOTEL ELEPHANT. Hotels all bad.

A beautiful city in the Tyrol, 52 miles S. of Innsbruck, and 27 N. of Bozen.

CONVEYANCES.—Ellwagens & stellwagens, p. 218.

Brunn.—40,000—*Stat.*—HOTELS:—

THREE PRINCES and KAISER VON. OSTERREICH.

Capital of Moravia, the Leeds of Austria, a place noted for its woollen-weaving and spinning, its linen, leather, gloves, carpets and vinegar manufactories. lively trade. Spielberg, a political prison, noted on account of the imprisonment of Baron Trenck, General Mack, and Silvio Pellico. Franzenberg: Jacob's Church (Jacob's Kirche), the residence of the Archbishop, town-house, national museum of Moravia.

CONVEYANCES. — Railway to Vienna and to Prague, see page 138.

Budweis.—*Stat.*—HOTELS:—GOLDEN SUN.—HOTEL DREI HALMEN.

Town with 7000 inhabitants, on the Moldau. Not far from Budweis lies Trocznow, where Johann Ziska was born. Rathhouse good. Manufactories of cloth.

CONVEYANCES.—Railway to Linz, see page 137, Ellwagen to Prague, by Taber or by Pisek; distance, ninety-one miles. See page 219.

Carlsbad.—The most aristocratic and strict watering place in Europe; in the north-west of Bohemia. The *nearest* way to it is by Frankfort-on-the Maine, to Markt-Schorgast, or Hof, on the Royal Bavarian Railway, and to Eger and Carlsbad by Coach. Season, June to September.

The waters are hot, and mostly suited for the Kidneys, Liver, and Gout. They are dangerous in Febrile, and Pulmonary diseases, Heart Complaint, and Dropsy. No one should take them without medical advice.

There are several Hotels, but Lodgings are generally taken, where all is provided except dinner, which is taken *à la carte*, at an Hotel. The dishes are subject to medical regulations. Wine, beer, and spirits, are forbidden to invalids.

ROUTINE OF A SIX WEEKS COURSE.

5—6 a.m., go to the springs, and beginning by 2 or 3 cups, gradually increase to 8,—one every ½ of an hour. 8 a.m., go home to dress, or walk about till 9 a.m., Breakfast of Coffee and Roll. 1—2, p.m., Dine at some Hotel, and then a good walk,—exercise being essential. 8 p.m. Coffee; 10 p.m. to Bed.

Attention to Régimen necessary for one month after. Fatal consequences sometimes result from neglect of the Rules.

MEDICAL MEN.—Dr. Manni, who speaks English.

ENGLISH COMMISSION AGENT, MONEY CHANGER, BOOKSELLER, &c.—A. F. Seifert, at the Golden Schlussel, (Golden Key).

ELECTRIC TELEGRAPH.—Open. "*The Times*" at the Reading Room.

Debreczin.—*Stat.*—60,000.

One of the most populous and important manufacturing towns of Hungary. It is one of the most singular places in Europe, and with its unpaved streets and one storied houses resembles a collection of villages rather than a town. The principal portion of the inhabitants are Magyars, and here their character may be most advantageously studied. There are four fairs here yearly which draw together vast crowds of strangers. There are extensive manufactures of boots, pottery, soap, coarse cloth, pipes, prepared sheep skins, &c. There are no buildings of interest.

CONVEYANCES—Railway to Pressburg, Vienna, Temesvar, Baslasch, &c. see page 142.

Eger.—INNS.—

GOLDENE SONNE best. The Zwei Erzherzogen, at which the Ellwagen stop is very dirty. A garrison town of Bohemia on the way to Carlsbad from England. The Castle, (Burg,) and the Burgomeisters house are most interesting from being the scenes of Wallenstein's death in 1634.

Eperies.—8000.

An ancient town in Hungary, situated on the river Tarcza, on the post road from Pesth to Lemberg. In the neighbourhood are extensive Salt-works: distance to Leutschau, 7 german miles; to Laschau, 4 german miles; to Pesth, 38 german miles; to Przemysl, about 37 german miles; to Lemberg, 50 german miles.

Feldkirch.—HOTEL: KRONE (POST).

A city in the Vorarlberg, on a stream called the Ill, and containing 1,600 inhabitants. It is 111 miles west of Innsbruck, and twenty miles east of Bregenz, active manufacturing towns, cotton, oil-mills, &c.

CONVEYANCES.—Diligence, see page 225.

Gmunden.—3,500—*Stat.*—HOTEL:—

GOLDEN SCHIFF, very dear.

On the Traunsee, with splendid prospect; the Alps of Salzburg and Dachstein, the tops of which are covered with snow, the distant view of which, with the lake, lend to the town a majestic beauty. Falls of the Traun. View from Calvariensberg.

CONVEYANCES. — Railway to Linz and Budweis, see page 137. Steamers, in summer, several times daily, to Ebensee, on the opposite end of the lake *en route* for Ischl. Fare, 50 kreutzers.

Gran.—*Stat.*—12,000.

The ecclesiastical metropolis of Hungary, situated in the picturesque vale of the Gran, on the right bank of the Danube. It is noted for its Baths, and the magnificent but still unfinished Cathedral, commenced in 1821; it is in the Italian style, surmounted by a dome 85 feet in diameter, and faced by a splendid portico. The excursions in the neighbourhood are romantic in the extreme.

CONVEYANCES.—Railway to Pressburg, Vienna, Temesvar, Baslasch, &c. see page 142.

Gratz.—40,000—*Stat.*—HOTELS—

ARCHDUKE JOHAN HOTEL.—An old established well conducted house, highly and de-servedly recommended, Mr. Sonnhamer, Proprietor.

HOTEL DE L'ELEPHANT, deservedly recommended; the director speaks English, and is attentive.

Good Restaurateur at Station.

Capital of Steyermark, (Styria,) one of the most pleasant towns of the Austrian monarchy, except Vienna and Prague, on account of its excellent situation and environs, the social feeling of its inhabitants, their cheerful calling, and cheapness of provisions. View from the Schlossberg.

OBJECTS OF ATTRACTION.—The cathedral, with an altar painting by Tintoretto, the arsenal, town-hall, the convent of the Jesuits, castle, with a beautiful prospect; tomb of Ferdinand II., the castle in which the crown of Steyermark is kept, the theatre, the palace of Attem, the colossal statue of the Emperor Francis, the university, the Joanneum, a technical institute founded by Archduke Johann (John); the chain bridge, 318 feet long. The suburb of Jacomini is the most beautiful quarter of the town, and the most noted coffee-house is in the Jacomial haus. The town is surrounded by beautiful walks; the castle or palace of Eggenberg, with a collection of paintings and park; castle and ruin of Gösling; St. John and St. Paul's churches, &c.

CONVEYANCE.—Railway to Vienna, and to Marburg, Cilly, and Laibach, see pages 144 and 146.

Hallstadt.—HOTELS:—

HOTEL DAUBLERS, WIESSAU TAUBE.

Hallstadt.—A small town on the lake of the same name, in the Salzkammergut, built on the side of a hill, almost a precipice. This lake, and the neighbouring Gosau Thal, may compare with any part of Switzerland.

There are several Protestant congregations in the neighbourhood.

Innsbruck.—HOTELS.—

COUR D'AUTRICHE, HOTEL DU SOLEIL.

This handsome town is the capital city of the Tyrol built 1754 ft. above the level of the sea, and contains 18,000 inhabitants. It is the place of assemblage of the Tyrolese Estates. One of the churches contains a valuable collection of works of art. Among other objects of interest may be mentioned the Franciscan Church, containing the celebrated tomb of Maximilian the First and the grave of Hofer, also the statues in bronze of the members of the house of Hapsburg: the Palace, and palace garden: the University, and the Museum. Very beautiful neighbourhood.

CONVEYANCES.—Railway to Kufstein, Rosenheim, and Munich, see page 136; Diligences, see page 230

Ischl.—HOTEL.

HOTEL DE LA POSTE. HOTEL KAISERIN ELIZABETH.

CHURCH OF ENGLAND SERVICE.—At the Hotel Kaiserin Elizabeth every Sunday at 11 and 4 o'clock during the Season.

A town of 2000 inhabitants, one of the most fashionable watering-places in Austria, and the favourite summer residence of the present Emperor. It is situated in the centre of the Salzkammergut, and is good head-quarters for the tourist in that beautiful district. Environs very fine. Salt mines. Eilwagen to Vienna, Gratz, Linz, and Salzburg, see page 230. Omnibus to Ebensee on the Lake of Gmunden to meet the Steamer.

Klagenfurth.—12,490—HOTELS.—

POST, STERNE, HIRSCH, & KAISER VON OSTERREICH.

An ancient dull town, situated on the Glan; formerly the capital of Carinthia, with an old castle.

CONVEYANCES.—Eilwagens to Villach, Lienz, and Brixen; also, to Marburg (in Steiermark), communicating thence by railway to Vienna or Trieste, and by diligence to Agram or Warasdin.

Laibach.—*Stat.*—HOTEL.—

HOTEL DU LION D'OR.

STADT WIEN.

Population 15,000; 77 miles N.E. of Trieste. From the old Burg a beautiful prospect is presented to the view. The interior of the cathedral bears a strong resemblance on a small scale to that of St. Peter's at Rome; the church formerly belonging to the Jesuits is a simple but tastefully planned edifice. Besides these buildings worthy of notice are the Bishop's palace, the Lyceum, theatre, Auersperg palace and gardens, and a bridge over the Laibach; there is an alley on the river bank; and within two leagues, Kahlenberg, commanding a fine view. An excursion up the Kreuzeralpe is recommended. Three posts from Laibach is the beautiful lakes of Veldes with its romantic scenery, with three Inns on its banks.

CONVEYANCES.—Railway to Cilly, Gratz, Vienna, and Trieste, see pp. 144 to 136. Diligence, see page 230.

Lambach.—*Stat.*—1,300.

A beautifully situated town on the Traun. The buildings worthy of notice are the fine Benedictine Monastery, famous for its Library, and containing some old German pictures, and a fine collection of engravings; and at a short distance from the town the curious church of Baura, dedicated to the Trinity, built in the form of a triangle having three towers, three doors, three facades, three windows, three organs three altars ornamented with marble of three colours, three sacristies, and cost 333,333 florins.

CONVEYANCES.—Railway to Linz, Gmunden, &c. see page 137.

Landeck.—HOTEL.—

POST.

One of the most beautifully situated places in North Tyrol, on the banks of the Isere, fifty-six miles west of Innsbruck, and sixty miles east of Feldkirch. It contains about 1000 inhabitants. Four roads meet here, viz., to Innsbruck; to Feldkirch, and Bergenz; to Finstermuntz, Meran, and Botzen; by Finstermuntz over the Stelvio, the highest road in Europe to Lake Como.

CONVEYANCES.—Eilwagens and Stellwagens daily to Innsbruck; also, to Bludenz, Feldkirch, and Bregenz. Fare to Innsbruck by Stellwagen, only 2 fl.

Lavis. Inns bad.

A market town in South Tyrol, a few miles N of Trient, on the post road to Botzen. Between Lavis and St. Michele is the ferry over the water to the road, which leads to the beautiful Val di Non (Annone) and Val di Sole. There is another ferry at St. Michele for travellers coming from Botzen. In going from Lavis to the Tonal Pass, by the Val

di Non, the traveller will go through the following places, viz., Mezzolombardo, Cles, Le Capelle, Caldas, Leocolas, Malé, Conviano, Preson, Ponte di Bovino, Piano, Mezzana, Pellizano, Le Fucine, and Vermiglio.

Linz.—*Stat.*—Hotel Erzherzog Karl, Hotel Gans.

Town with 26,000 inhabitants, beautifully situated on the right shore of the Danube. Mathias Kirche (St. Matthew's Church), with the tomb of Montecuculi (1680); the hall in which the States assemble,—Jagermayer's garden, from whence you have the finest view of the town: the Pödlingsberg, the highest point in the neighbourhood of the town. The fortifications of Linz are remarkable on account of their peculiarity,—they are after a new plan by Prince Maximilian of Este.

Conveyances.—Railway to Gmunden and Vienna, see page 137. Ellwagen to Budweis, Innspruck, Munich, Passau, Regensburg, and Salzburg, see page 232.

Steam-boats daily to Vienna; every day in summer to Ratisbon, in two days, passing the night at Passau, see page 196.

Meran.—Hotel de la Poste.

Hotel Zum Grafen Von Meran.

One of the most beautifully situated places in Tyrol, 17 miles from Bozen, and 96 from Innsbruck. From Meran, Hofer's house is only about three hours' walk. Good red wine made here; grape cure practised here.

Conveyances.—Diligences and stellwagens to Prad and Mals, and also to Botzen Brixen, and Innsbruck. To Botzen at 2 p.m., in 3 hours; fare, 48 kr. The pedestrian can walk from Meran to Hofer's house, and Sterzing by the Jaufengeberge, in one day, and from thence to Innsbruck in another day. The post road is more than twice as long.

Oedenburg.—*Stat.*—12,000.

An industrious town situated near the south-west side of the Neusiedler See, and celebrated for its great cattle market, its excellent wines, and its coal mines. Thirteen miles from Oedenburg is Forchtenstein the castle of Prince Esterhazy, containing a large collection of arms, a rich gallery of portraits, and the family treasurers, consisting of precious stones, vessels of gold and silver, and many objects of art. It is necessary to obtain an order from the prince himself to view the treasures.

Conveyances.—Railway to Neustadt, Baden, Vienna, Gratz, Laibach, Treste, &c. see page 144.

Olmutz. — *Stat.* — Hotels: Schwartzer, Adler, Schwan.

In Moravia; a strong fortress, with 14,000 inhabitants. The cathedral is a noble specimen of old German architecture; in the church of St Maurice is an organ with 2,232 pipes; the other remarkable objects are the Bishop's palace, university buildings, arsenal, gymnasium and handsome Rathhaus. It is a place of considerable industry, and chief market of Moldavian and Russian horned cattle.

Conveyances.—Diligences, see page 335. Railway to Bohm-Trubau, Cracow, Warsaw, and Vienna, see page 138.

Passau.—See page 371.

Pesth.—75,000—and **Buda.**—35,000—

Hotels.—

Konigin von England, and Hotel de l'Europe, both on the Pesth side.

View of Buda from Pesth and of both cities from the Blocksberg is very fine.

Pesth lies low and flat, but has wide clean streets, good shops, and is lively: possesses two theatres; Museum; handsome Rathouse, with a lofty square tower, from which there is a fine view of Buda; and a curious church of Hauptpfarrkirche. The Danube is 1500 feet wide here, a magnificent suspension bridge joins the two cities, erected by Mr. Clark, architect of Hammersmith Bridge. Buda is built on a lofty ridge and adjoining valleys, crowned by a high fortress. Imperial Palace, barracks, and cathedral with high square tower.

Pesth may be reached by steamer down the Danube from Vienna, passing Pressburg, &c. The traveller can return at once to Vienna by rail, or proceed further down the river by steamer to Peterwardein, or Neusatz and Semlin, then up the Theiss to Szegedin and Szolnok, and back by rail to Pesh and Vienna, or go down the Danube to the Black Sea.

Pilsen.—9,000. Hotels:

Swartzen Adler, and Kaiser.

Pilsen. The chief town in a circle of the same name in Bohemia, at the angle formed by the Misa and Radbusa. Its manufactures are woollens, cottons, and leather. Population about 9,000.

Conveyances.—Diligences to Prague, Eger, and Ratisbon.

Prague.—*Stat.*—Hotels.—

(Bohemian, *Praha*), the capital of Bohemia, and contains 143,000 inhabitants, amongst whom are 12,000 Jews. Situated, and extending far on both shores of the Moldaw, and surrounded by pleasing heights, it wears, undoubtedly, the most beautiful aspect of all the German towns, being adorned with its 60 peculiar and singularly formed spires, with its lordly castle at the back of the hill (Hradschin), and the broad expanse of its streams, spanned by two noble bridges.

The beautiful Bohemian glass, for which this place is famous, can be bought as cheap in the Crystal Palace, Sydenham.

A Commissionaire is indispensable in this place and costs 3s. a day. *Galignani's Messenger* may be seen and read at Laurentz's Casino, over a cup of delicious German coffee. The examination of baggage on the Austrian and Saxon Frontiers takes place at Bodenbach; the officers are very civil. The great demand throughout German Custom Houses is for tobacco, which the traveller is recommended to avoid as much as possible.

Objects of Attraction.—The national Bohemian Museum, situated in the Kallowrat Strasse near the Archbishop's Palace, with its collection of records, library, and collection of petrifactions; the monastery of Strahow; the edifice of Czerna; the cathedral, built in the gothic style, with the tomb of John of Nepomuk, the mausoleum, and curious mosaic; and the holy church of Loretto, in the old

town. A stone bridge 1,572 feet long, erected by Charles IV, and a very chaste chain bridge lead from the Kleinseite to the old town, both affording a beautiful prospect of the town and environs; the former is known to the world through the history of John of Nepomuk; the old town house, out of the windows of which were thrown the senators of Prague. In the Jews' town—the remarkable old church yard, and the old synagogue. In the new town—the infirmary; the sick and lying-in hospitals; the monastery of Emaus, with a collection of paintings; and the Karlshof (Charles'-court.) Wallenstein's palace is also worthy of a visit, from its historical associations. It contains also a very large theatre. Opera fine.

Walks.—The most beautiful prospect of the town is to be had from Laurenceberg: beautiful promenades on the bulwarks, the Sophia, or Dyers' Island (with eating and bath-houses), the protection island, castle garden, and peoples' garden. Before the gates, the beautiful villa Kinsky, the orchard (2½ miles), the Scharka (5 miles), Troy, Kleinbubna, Nussle, Kuchelbad.

Coffee Houses.—That in the court of the station is the best.

Conveyances. — Railway to Dresden, Leipsic, Berlin, see page 136; to Breslau, Cracow, Warsaw, and Vienna, by Bohm-Trubau and Brunn, see page 138, 139; also by Olmutz to Vienna, or to Pressburg, Pesth, and Szolnok, in Hungary, see page 142, and 143. Diligences, see page 236.

Pressburg.—*Stat.*—42,000.

A well-built and beautiful town of Hungary, situated on the Danube, which is crossed by a bridge of boats. The suburbs built on the site of the old fortifications are very fine, having wide and well-built streets. Pressburg, though no longer the seat of the Diet is still considered as the capital of Hungary. The principal objects of attraction, are, the cathedral of St. Martin, remarkable for its high tower and noble architecture; the Landhaus; the Rathhaus; the Primate's Palace; the two squares with their fountains; and outside the town the hill called Konigsberg, to which every new king of Hungary repaired on horseback after his coronation, and waved the sword of St. Stephen to all the cardinal points, as indicating, that he would protect the country from enemies from all quarters.

There is considerable trade in cottons, silks, tobaccos, wines and brandy.

Conveyances. - Railway to Tyrnau, Szered, &c. see page 148. Steamers daily to Pesth.

Riva.—4,960.—Hotel.

Del Sole d 'Oro, best.

Beautifully situated on the Garda-See, (Lago di Garda,) about 20 miles S.W. of Roveredo, 135 S. of Innsbruck, and 103 N. of Verona. Here Italian is spoken. Grand road cut for 8 or 10 miles on the rock along the lake.

Conveyances.—Steamers on the lake daily, at half-past 6, to Garda and Peschiera, and the other places on the lake. Eilwagens and stellwagens to Roveredo, Trient, Bozen, Brixen, and Innsbruck.

Roveredo.—*Stat.*—7,614.—Hotels.

Rosa, Il Cavaletto, Cavallo Blanco.

A city in South Tyrol, most beautifully situated on the left bank of the Adige, 56 miles south of Bozen, and 40 south of Trient. This is one of the most flourishing towns in the Tyrol, the centre and seat of the silk trade. Italian only is spoken in this place.

Conveyances. — Railway to Verona, Trient, Bozen Brixen, and Innsbruck; (see page 165. Also stellwagens (a cheaper conveyance)—also courier to Riva in 4 hours; fare, 3 Austrian lire.

Salzburg.—Hotels.—

Hotel de l'Archduke Charles.—One of the finest and best Hotels in Austria. Admirably conducted and beautifully situated.

Hotel Golden Schiff, very dear.

Drei Alliate.

A town of 11,000 inhabitants, beautifully situated on the banks of the Salza, anciently governed by an archbishop, who was a prince of the German empire, and the temporal sovereign of a district containing above 200,000 inhabitants.

The view from the Gaisberg is renowned throughout Germany.

Objects of Attraction.—The castle, the cathedral, the palace, the University church, the riding-school, the fountains, the house in which Mozart was born, and Mozart's statue. In the neighbourhood are the celebrated salt-mines of Hallein and the Königsee lake, in Bavaria.

Conveyances.—For Diligences, see page 237. A carriage from Salzburg to Ischl takes one day, costing 14 florins.

Sterzing.—2,000—Inns.—Krone and Post.

A very ancient town (standing on the site of a Roman station), very prettily situated in North Tyrol, about 28 miles south of Innsbruck, and 24 miles north of Brixen. Houses curiously painted outside. The church contains many monuments, and some curious old pictures. Travellers to Innsbruck go through the Brenner Pass. An excursion may be made on foot over the Jauffen, to Hofers' house, in the Passeyer Thal, in about four hours.

Conveyances. — Eilwagens and Stellwagens to Innsbruck, Brixen, Bozen, and Meran.

Teplitz or Toplitz.—*Stat.*—3,000.

A beautifully situated town, celebrated for its baths which are perhaps the most frequented and most fashionable in Germany. The springs are hot and alkalo-saline, almost exclusively used for baths, taken exceedingly hot (90° to 95° Fahrenheit) and efficacious in the cure of stiff joints, gout, rheumatism, &c.

Töplitz itself possesses little of interest beyond its baths and the neighbouring country, which is pretty but not striking. The park and gardens are the principal places of resort, and are remarkably beautiful. They contain reading rooms, dining rooms, ball-room, and theatre.

The daily routine is pretty nearly as follows:—Bathing in the morning till 10 o'clock; at 11 the band in the garden; 1 o'clock, dinner; the afternoon is devoted to drives in the neighbourhood; in the evening the theatre, after which there are generally balls.

Conveyances.—Railway to Bodenbach, Dresden, Prague, Brunn, Vienna, &c. see page 138.

Tokay.—2,000

A small town at the junction of the Bodrog with the Theiss. The Tokay wine is of 4 different sorts;

Ausbruch is the one best known at Tokay. Distances from Debreczin, 9 german miles. Steamers on the Theiss to Szolnok, Szegedin, and Semlin.—See Steam-packets, page 210.

Trient—*Stat.*—13.000—(*Trento*, Italian).

Inns.—All' Europa, in the Contrada Lunga alla Rosa, in Contrada Tedesca; and La Corona

52 miles N. of Verona, This is the wealthiest and most considerable town of the Tyrol, and lies in a plain, surrounded by wooded mountains, from whose sides flow many noble streams. Long arcades in the streets; trade in silk and wine. In front of the cathedral is a fountain with some mediocre sculpture; the best picture is at the first altar on the left hand of the main entrance: the church of St. Maria Maggiore, wherein was held the famous council, is fast falling to decay. The environs of this town are very beautiful: the Etsch traverses the valley, while villages in a triple row rise one above another on the fruitful declivity of the mountain-range; beyond these is a marble pillar commemorative of the French victory at Rivoli. Here Italian is principally spoken.

Conveyances.—Railways, see page 165.

Trieste.—(*With Map in Special Edition*).—Hotels.—

De France; Loquanda Grande; Victoria; Daniel; De la Ville; Aquila Nera.

Boarding House at Zega.

The Tergest of the Romans, situated in a creek of the Adriatic sea, and at the foot of a ridge of hills called the Karst hills, has, with outskirts, 63,114 inhabitants; is a free port, and the first seaport town of the Austrian monarchy; and is one of the most important, thriving, and interesting commercial places of the Adriatic sea. The population is a mixed one, derived from all the commercial nations of the Mediterranean; the Dalmatians and Italians, however, are the root of the townspeople; the country people are of the Illyrian race. Cyprus wine, Rosoglio Maraschino, and a variety of fine fish to be had here.

Travellers arriving here by sea, should at once change their money into paper currency. Gold, especially English sovereigns, bears a high premium. The prices are published daily, and the list may be seen at any money changer's.

Objects of Attraction.—The Cathedral, an old building in the Byzantine style, in which is the tomb of Winkelman, who was murdered in Trieste: the piazzetta of Ricardo, a small square, with a triumphal arch of Roman origin; the Corso, the principal street between the old and new town; the Exchange, a beautiful building, standing in Exchange-place, with the Casino club, into which a stranger may easily be introduced. There are likewise to be seen the Nautical Real-Academy, the Theresian molo, with light-house; the Grande Lazaretto, or hospital; and the ship docks. Let the stranger above all visit the Tergesteum, with noble conversazioni rooms, and superb reading-rooms for the journals. View from Castle.

British Chaplain, the Rev. Henry Collins.

Bankers doing English business—Falkner and Co., George Moore and Co., Grant Brothers & Co. Mauroyo and Pasenie.

Booksellers.—Coen' Library, 608, Al Corso. Bradshaw's Guides and Handbooks on sale. Collector of British authors.—Tauchnitz Edition.

Conveyances.—For Railway, see pages 144, 146. Diligences, see page 354. Steamers, see page 205.

Vienna (*Wien*, German,)—*Stat.—with Map in Special Edition.*—Hotels:—

Archduke Charles Hotel, a first-rate house, highly recommended, the proprietor, Mr. Schneider, is both attentive and obliging.

Hotel Munsch, a first-class hotel for families and gentlemen, deservedly recommended.

The Empress Elizabeth Hotel, or Kaiser Elizabeth, a well conducted good house, at which there are two table d'hôtes daily.

Hotel of the Golden Lamb, Leopoldstrasse, a large first-class hotel, in an open and healthy situation, near the river.

Stadt London.

Matchaker Hof.

Optician.—For all descriptions of Optical, Mathematical instruments, &c., of their own manufacture, apply to Joseph Neuhoefer, late Ch. Gross and Co., 1149 and 1150 Kohlmarks, see advertisement.

The city of Vienna, (the Emperor's city, as it is called in Germany,) lies on the right bank of the Danube (Donau). The canal of the Danube divides the city from the suburb Leopoldstadt. The little river Wien, from which the city receives its name, separates the city from the suburbs Landstrasse, Wieden, &c. It contains 9286 houses, and without the garrison a population of about 440,000. Its principal trade consists in gold, silver, jewellery, and silk manufactures. The best points from which to see the town and its suburbs are, the steeple of St. Stephen's, the Spinnerinn am Kreutz (female spinner at the cross,) the terrace in front of the Upper Belvedere the Turk's Bulwark, the Gloriette at Schönbrunn, the top of Leopold and Kahlen hills, the Krapfenwaldchen, the Himmel and Gallizienberg.

A Commissioner, or Guide, through the city, and to all the principal objects of attraction, costs 1 florin 40 kreutzers to 2 florins a day. There are but few tables d'hôte at Vienna, which is a very great disadvantage—as, by ordering from the Carte, the chances are that you call for unseasonable dishes, and pay much more than you wish. It is best to dine in Vienna, at the *fixed* price of the hotel, which is generally four or five shillings. Bachelors will find it best to dine in the restaurant attached to the hotel frequented by the citizens, where the same excellent food is given as up stairs, at one-third lower. The wines called the Hungarian Burgundy, "Ofner," and "Adelsberger," are excellent, and are to be procured throughout Austria, at reasonable prices. Red Vœalau, an excellent Austrian wine. When about to leave the Austrian dominions, calculate how much money you will require up to the last moment, and change your paper florins into silver or gold.

Money Changers.—Richarz, 875½, Stephens-platz bankers only give paper.

Objects of Attraction.—The cathedral of St. Stephen's, built in 1144; the steeple, the giant gate, and the pulpit. The entrance into the steeple leads from a small house, No. 873, Stephen's-platz. It is

428 feet high. The building of it was begun in 1359, and completed in 1433. The largest bell is cast out of 180 Turkish cannon, and weighs 357 cwt. There is to be seen, in the interior of the church, the chapel of the cross (kreuzkapelle) where lies buried the celebrated Prince Eugene. The traveller will be well repaid by a visit to the church of the Capuchins in the New-market, with the vault and tomb of the royal family, and the sarcophagus of the Emperor Frederick III., and also the sarcophagus of young Napoleon, Duke of Reichstadt; the church of St. Augustin, with a noble marble monument to the memory of the Duchess Christiania, of Sax-Teschen, a most beautiful work by Canova. There is to be seen here likewise, the death-chapel of the Emperor Leopold II., of the distinguished General Daun, and of the Professor van Swieten; in the Loretto Chapel, the hearts of the members of the Emperor's family are preserved in silver urns. The St. Michael's Church, with the burial-place of Metastasius. A church well worth seeing in the suburbs is the St. Carlo Boromeo, built in fulfilment of a vow which the Emperor Charles VI. made when the plague raged in Vienna, after a drawing by Fisher of Erlach, 1737. The palace of the Archduke Charles. The treasure room in the Swelzerhof, with the regalia of Charles the Great, and of the German crowns, as well as many other valuables and curiosities. The royal riding-school; the royal mews. In the upper Belvedere, built by Prince Eugene, is the imperial picture gallery; in the lower Belvedere are the Ambras museum, Egyptian museum, and collection of antiquities. The imperial cabinets of antiquities, of minerals, of the plastic arts, are in different buildings. The several picture galleries of Prince Liechtenstein, Prince Esterhazy, Count Czernin, and Count Schönborn, are at their several palaces, as are the Schönfield museum of Baron Dietrich, and the collection of Count Harrach. The university, the polytechnic (Wieden), the Josephine, with the richest collection of anatomical properties, collected by Chevalier Fontana, of Florence (Alsergund, Wahringergasse); the geographical institution, (Alser Vorstadt); mineralogical institution, one of the finest collections of minerals to be found in Europe; Liechtenstein palace (Landstrasse); the public infirmary, with 2,200 beds; the lunatic asylum, with 250 beds; the deaf and dumb institute, the hospital of the benevolent brotherhood, and also the new mint. The public markets are worth seeing.

CHURCH OF ENGLAND SERVICE.—At the British Ambassador's residence, No. 28, Herrngasse.

THEATRES.—Karnerthor Theatre, (opera very fine here.) Theatre an der Wien, largest and handsomest, (melodrama and spectacles.) Hof Theatre, regular drama.

GARDENS AND WALKS.—The Bastei, a very pleasant walk round the walls of the town; the Glacis, between the town and suburbs, with innumerable alleys of lime and horse-chesnut trees; the Prater, in which are celebrated all the popular holidays (the Hyde-park of Vienna) is thickly studded with trees, in the old French style; the Brigittenau, a large but irregular wood, with meadows—the Augarten, the botanical garden of the university, in the Rennweg; the royal botanical garden for Austrian plants, the botanical garden of Joseph's academy, in the Alser Vorstadt; the princely Liechtenstein garden, with the noted winter garden (Rossau, No. 130); the princely Schwarzenberg garden (Rennweg, 641), always open to the public; the garden of Prince Metternich, laid out in the most splendid manner (Rennweg, 545); the garden of the royal horticultural society in which are two annual exhibitions; the garden of Rupprecht ((Gumpendorf, 54), where the exhibition of potatoes takes place: the garden of M. Klier (under the Weisgarbern, 92), with more than 800 kinds of pelargoniums; Adams' garden, in Matzleinsdorf, with rich tulip and auricula plants. There are also the following gardens, where concerts and balls take place, viz.: the Sperl in the Leopoldstadt, the Paradise garden, and the Volk's garden near the Bourg, the latter of which is much frequented, and contains the famous statue of Theseus, by Canova. Entrance to the concerts, about 14 kr.; to the balls, about 40 kr.

THE POST OFFICE is situated between the Altenfleisch Markt and the Bastei, or rampart, and is a very large and splendid building. Letters are received till 6 in the evening. Stamps are now in use both for the empire and for the pre-payment o foreign letters. Postage 8d. The rates for the empire are in the town, 2 kreuzers; under 10 German miles, 2 kreuzers; from 10 to 20 miles, 6 kreuzers; above 20 miles, 9 kreuzers. A letter can be insured as to delivery for a small charge. The post-office authorities have the sole privilege of carrying small parcels. Money, if sent, must be sealed up at the office in the presence of a proper officer, who delivers a receipt. The former post-office in the Wollzeil, is now only a filial office. There are receiving boxes for letters placed in different parts of the town and suburbs.

COFFEE HOUSES.—The first coffee house in Europe is said to have been established at Vienna, 1684, by a certain Koltschitzky, a Polish spy in the quarters of the Turks, who received permission to open it, as a recompense for his services. The coffee houses in the city are not very showy; most of them have a billiard table, smoking room, and an ordinary supply of newspapers. A cup of coffee without milk, (called black coffee,) costs 8 kr. C.M., a cup with milk is called a mixture, (melange). The most noted coffee house is Daum's, No. 278, in the Kohlmarkt; Neuner's, in the Plankengasse, into which ladies may be taken. Fiacres, when hired by the week, are allowed to go without their number. They are, in general, extremely elegant and clean. Cabs in the city cost 12 krs. the quarter hour. In the coffee houses of Leopold's town, (Leopoldstadt) near to Ferdinand's-bridge, (Ferdinand's-brucke,) are to be found in general many Turks and Greeks in their national costume. Club-houses are very scarce, but there is one Institution of this kind, the Judicial-political-reading Institute, in which are to be found almost all periodicals and literary news, inland and foreign. Access to it can easily be obtained. Access to the aristocratic and mercantile club-houses can be most easily secured by means of the Banker to whom recommended.

BEER HOUSES.—These are well worthy of a visit. There are 700 in the city and its suburbs. They are much frequented by foreigners.

PASSPORTS.—Formerly the police were very strict throughout Austria. By a late regulation when a traveller has passed the Austrian frontier he will never be asked for his passport again till he leaves the frontier, but he must have it *vised* for the Town he goes to after leaving Austria.

LUGGAGE.—The inspection of luggage takes place immediately upon arrival, and the traveller must be cautious not to carry upon his person, or to smuggle anything that pays a duty; amongst which may be particularly noticed, tobacco, playing cards, and books,—forbidden books are placed in the Central Inspection Office, and remain in official custody until his departure.

HACKNEY COACHES (FIACRES).—These stand in all streets, the rate of fare is fixed, 40 kr. C.M. is the ordinary charge for a drive in the town, for a drive from the town to the suburbs, 1 fl. C.M. If the traveller have many places to call at, the best plan for him is to hire the fiacre for half a day, or for the whole day. On the week-days he pays from 5 to 6 fl. C.M., but on the Sundays, and in fine weather, the fiacre is not to be obtained for less than 10 fl. C.M. The town coaches are to be hired either by the day, the week, or the month.

Café Français, in the Stephen's Platz, in which is an upper room for ladies; and, in summer, the Cur Saloon, on the Wasser Glacis, with music every evening.

CONVEYANCES.—Steamers on the Danube, see page 211. Railway to Pressburg, Pesth, and Szolnok, see pages 142 and 143; to Oderberg and Oswiecim, see pages 140 and 141; to Olmutz, Brunn, Prague, Dresden, see pages 138 and 139; to Bruck, Raab, Neu Szœny, and Stockeran, see pages 148 and 143, to Neustadt, Glognitz Cilly, and Laibach; Trieste, see page 144. For Diligences, see page 240.

The Environs of Vienna. — Schönbrunn and Hitzing, to which there are omnibuses every half-hour. Their stations are on am Peter, on the Mehlmarkt, and on the Stephen's place. Schönbrunn is the summer residence of his Majesty the Emperor; it was begun under the superintendence of Fisher, in the reign of the Emperor Mathias, and completed in the reign of Maria Theresa. The Duke of Reichstadt lived and died here (1832). The garden is well attended, particularly on the Sunday. Stapps, the German student, who made an attempt upon the life of Napoleon, was shot and buried here. The beautiful well, from which the castle derives its name; the Gloriette, with a beautiful view of Vienna, the flower garden with the palm-house, and a menagerie are worthy of attention.—Hitteldorf, where the Emperor's deer park may be seen, containing 3000 wild boars, an unusual sight.—Laxenburg, to which at this present time a railway carries you: Castle, with beautiful park; Temple of Diana, the little Prater, Temple of the Eintracht, Einsiedlerei, Fisher Dorfchen, artificial waterfall—the Ringelspiel, the Holzstoss, the Meierei; above all, is the Knight's Castle (Rittershaus), to be observed, a correct imitation of a stronghold of the middle ages. Mödling, the road to it leads by the Spinner at the Cross (Spinnerin am Kreutz), a gothic cross, erected by Crispinus Pellitzer, 1547, adorned with the statue of Crispinus and Crispianus. In Mödling is to be seen the old Knight-Templars'church of Holy Ottmar, the castle and the park of Prince Liechtenstein; the ruins of the old family castle of the Babenberger; numerous pleasant walks and eating-houses.—The Kahlenberg (Mons Citius), above 1000 feet high. The way to it is over Döbling, where there is a good picture-gallery belonging to M. Arthaber and the splendid coffee-house near the observatory; the latter affording the best view around the neighbourhood of the city.—The Leopoldsberg, with an old castle. From this point may be taken pleasant walks on the Cobenzelberg, to the Krapfenwaldchen, to Severing, to the Himmel, to Grinzing and Heiligenstadt; as likewise to Nussdorf and Klosterneuberg, adjoining. The ruins of Greifenstein lie one mile from the convent of Klosterneuberg; Richard, the Lion-hearted, lay in prison there; another road on the Vienna Wald leads through Dornbach, where Prince Schwarzenberg possesses a villa, with park. From this part you can reach the Upper Wald, and from thence you descend, and walking in the shade of a fine wood of beech-trees you reach Hainbach, Steinbach, and lastly, Mauerbach, where there is capital refreshment to be had; from thence, through a lovely valley, you get to the Passauer Hütten, and in half an hour to the Tulbinger Kogel, a hill, from the top of which you enjoy the most beautiful prospect. A pleasant trip is one to Pötzleindorf (village of Pötzlein), vulgarly called Potzelsdorf. To this place you can take an omnibus.

REMARKS.—Omnibuses may also be made use of, in order to reach a distant suburb, such as the Hietzinger, to go to Neubau or to Schottenfeld; the coachman receives a small allowance—from 3 to 6 kr. C.M. On the Sunday and on holidays the rices of the Omnibuses are raised 1 kreutzer.

Days and hours for visiting the most remarkable establishments and curiosities in Vienna:—

MONDAY. — The royal mint and cabinet of antiquities, 10 o'clock, A.M.

TUESDAY. — Royal cabinet of Egyptian antiquities (Landstrass, No. 641), from the end of April to the end of September from 9 to 12, A.M., and from 3 to 6, P.M.; from the end of September to the end of April, from 9, A.M. to 2, P.M.—The royal Ambras collection (in the same building and at the same hours).—The royal gallery of paintings, in Upper Belvedere, in the summer, from 9 to 12 o'clock and from 3 to 5 o'clock; in the winter, from 9 to 2 o'clock.

WEDNESDAY.—The royal cabinet of mineralogy, from 9 to 1 o'clock. — Technical collection of his Majesty, the Emperor, in the Polytechnic Institute, at 10 A.M.

THURSDAY.—The royal cabinet of curiosities (Joseph's-platz), 10 o'clock. — Blind institute, (Joseph's-platz, No.188); there is a public examination of the children every Thursday, which every visitor will find very interesting.

FRIDAY.—The royal mint and cabinet of curiosities (same as Monday). - Royal cabinet of Egyptian antiquities (ditto).—Royal Ambras museum (same as Tuesdays).—Royal gallery of paintings (ditto).—Royal treasure-room, at 10, A.M., and only in the summer season.

SUNDAY.—The royal cabinet of minerals (same as Wednesday).—Royal treasure-room (same as Friday).—Josephine academy (Wahrengergasse, No. 221), in the summer months every week, in the winter every fortnight.—Royal collection of pictures of the royal academy of plastic arts (city, No. 980).—Royal Polytechnic institute, only in the summer.—Royal Deaf and dumb institution (Wieden, No. 162); public examination from 10 to 12 o'clock. A ticket for seeing the new arsenal can be obtained by applying to commissioner in hotel.

Villach.—2400—INNS:—Post, and Elephant.
Situate on the river Drave, just above its junction with the Gail. This city is rendered important in consequence of three great roads meeting here, viz., to Vienna, to Innsbruck, and to Venice, by Ponteba and Udine.

CONVEYANCES.—Ellwagen to Linz, Sillian, Innichen; Brunnechen, and Brixen, to Vienna, to Klagenfurth and Marberg, and to Udine and Venice.

Waitzen.—11,350.—About 21 English miles from Pesth. This is one of the oldest settlements of the Magyars. The principal building is the Cathedral.

Railway to Pressburg and Vienna, and to Pesth and Szegedin, see pages 142, and 143.

Warasdin.—9000.—INNS:—Hirsch, and Goldener Lamm.

This is the frontier town of Croatia. Good wine is produced in the neighbourhood Distance to Agram, 10 german miles; to Kormond, 13 german miles; to Marburg, on the rail to Trieste and Vienna, 8 german miles.

Wiener-Neustadt.—*Stat.*—

An ancient town 27 miles south of Vienna, and considered one of the finest in the Archduchy. The principal objects of interest are, the Military Academy situated in the old Ducal Castle which contains a beautiful Chapel in the Gothic style, with some fine stained-glass windows; the Cathedral; and the Cistertian Abbey.

There are considerable manufactures of velvet and silk, and a great trade in iron.

CONVEYANCES.—Railway to Baden, Mödling, Vienna, Gloggnitz, Gratz, Trieste, &c. see p. 144.

TYROL.

The following tour of from six to eight weeks in the Tyrol, &c., can be recommended:—
Munich to Innspruck, Solstein, Schonberg, Ambras, Zirl, Martinswand, Umhausen, Oetzthal, and Gletscher, Meran, Hofer's haus, Meran, Finstermunz, Wormser, Joch (Monte Stelvio,) Bormio, Tonal Pass, Cles in Val di Non, Val di Non (Annone,) Trient, Riva and Garda-See (Lago di Garda), Roveredo, return to Trient, Botzen, Castelruth, Gröden (Val di Gardena), Enneberg, Brunecken, Pusterthal, Taufers, Antholz, Tefferecken thal, Windisch-Matray, Pass of St. Ruprecht, Heiligenblut, Rauriser Tauern, Bad Gastein, Wildbad, Pass Lueg, Abtenau, Gosau, and thence to Hallstädter-See, Ischl, Aussee, Gmunden, Traunfall and Salzburg. The languages spoken are German in North Tyrol, and Italian in the South. French will not be understood except at the large hotels in such towns as Innsbruck, Bozen, &c. The Ellwagen are good, and a separate carriage may be had on all the high roads by paying beforehand the fare for four persons. The fare by Stellwagen is about 1d. per mile.

Money.—For further information on the subject of money, see pages xxxix and xl.
For full information on the Tyrol, we beg to refer our readers to a very concise, useful, and interesting little work just published, entitled "Guide to the Tyrol," by R. S. Charnock; to be had of W. J. Adams, 59, Fleet Street, London, E. C.; price 3s. 6d.

SWITZERLAND AND SAVOY.

(With Map in Special Edition.)

Switzerland, or the Alpine country, has been divided by naturalists into seven regions, each successively rising above the other—the first, or lowest of which terminates at the height of 1,760 feet above the level of the sea; the second, or region of oaks, reaches the height of 2,800 feet, and is succeeded by the region of the birch, which rises to 4,000 feet. The higher Alpine regions commence at an elevation of 6,500 feet; and above 8,000 feet is the region of glaciers and of eternal snows. Along the chain of the Alps, from Mont Blanc to the frontiers of Tyrol, there are reckoned to be above 4,000 glaciers, many of which are 18 or 21 miles long, 1½ to 2¼ miles wide, and from 100 to 600 feet thick. Altogether, the glaciers of Switzerland are presumed to form a sea of ice more than 1,000 miles in extent; and from its inexhaustible sources flow the waters of some of the principal rivers in Europe. Switzerland is also intersected by mountains, the greater part of which are ramifications of the Alps, whilst the remainder belong to the chain of Jura. From Mount St. Gothard the central Alps—extend two ranges, which form a mass of the highest mountains in Europe. The snows accumulated on the top of the Alps are continually falling down their precipitous sides into the lower regions, where they often produce serious injury. The chain of Jura presents to the eye of the traveller a deep contrast to that of the Alps. It stretches in several parallel ridges for about 240 miles along the western and north-western frontiers of Switzerland, from the bend of the Rhone, below Geneva, to the banks of the Rhine, eastward of Basel, and is clothed from top to bottom with luxuriant pine forests.

Switzerland is also pre-eminently a land of lakes, the principal of which are the Lake of Constance, the Lake of Geneva, or Lake Leman, the Lake of Zurich, the Lake of Lucerne, and the Lake of Neuchatel, with some minor ones.

DIRECTIONS for TRAVELLERS, and REQUISITES for a JOURNEY to SWITZERLAND.

Average Cost of Living.—In Switzerland the traveller can manage to live for from 8 francs to 10 francs per day, excluding all charges for conveyances, horses, guides, &c. A pedestrian tourist can travel for about 7 francs, provided he knows German and French. If possible tourists should travel in parties (two or four are the best numbers, as they exactly fill either a one horse or two horse *voiture*), and make all their arrangements over night. Cold water, &c., should not be taken in large quantities by tourists when heated, and particularly when much fatigued. Travellers, in crossing the foot or bridle paths of the passage of the Alps, should be sure to engage a guide. No traveller should attempt to cross a *glacier* without a guide, and in all cases he should be allowed to take the lead. The usual price for a horse or mule per day, is from 6 frs. to 9 frs., and 1 fr. is frequently given to the man in attendance. The pay to a guide is from 5 to 7 frs. per day,—with something to pay his expenses home if discharged at a distance from his place of abode.

Tourists in Switzerland should particularly avoid remaining during night near the embouchure of a river, where it discharges itself into a lake. In case necessity compels the traveller to stop at such a place, he should engage the topmost bedroom in the highest house in the village, and let the windows be securely closed. The traveller should take paper, pens, ink, and soap, as they are articles difficult to be met with. The *alpenstock* is indispensable upon a mountain journey.

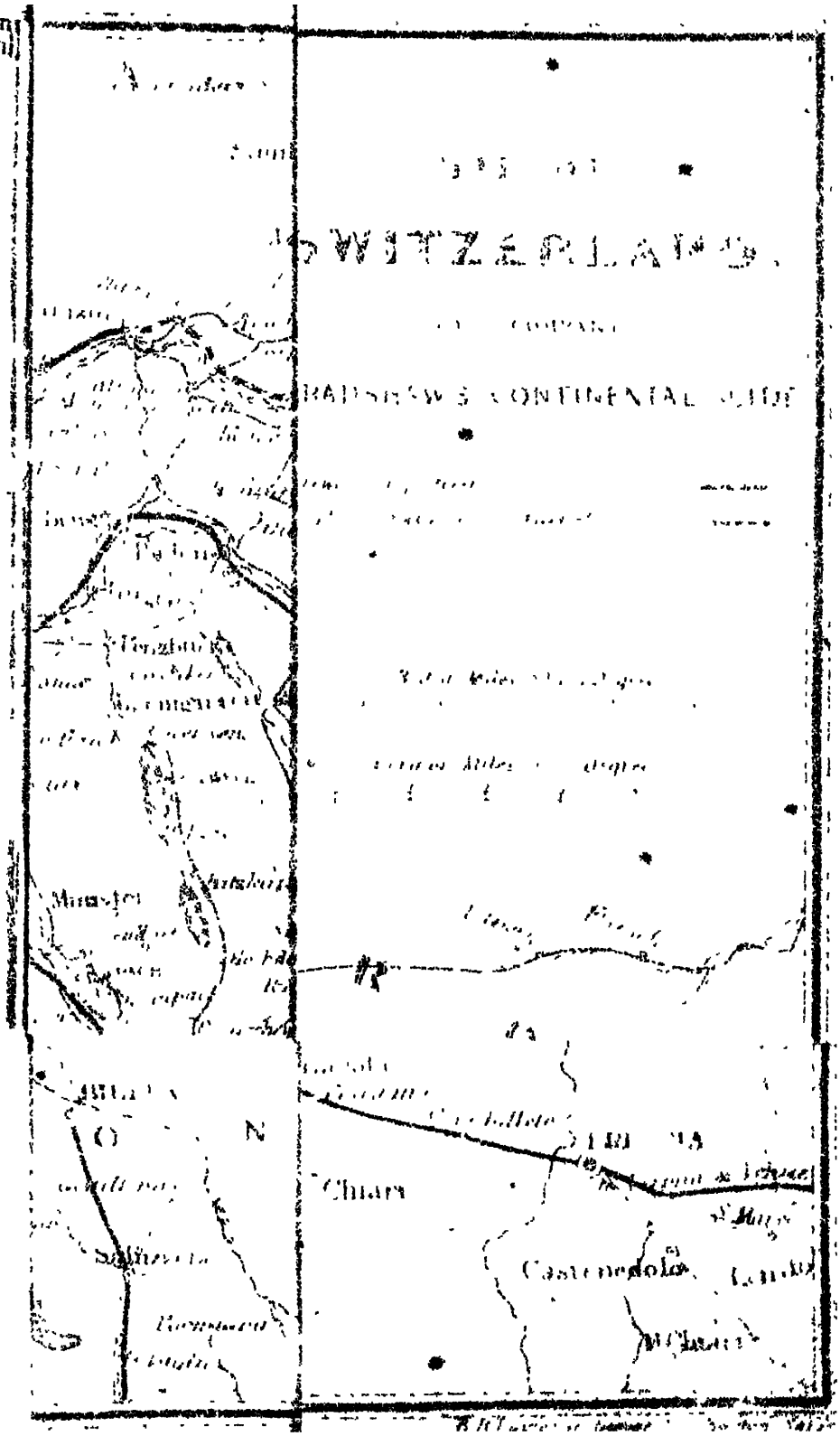
Take as little luggage as possible, but do not omit a good water-proof coat, and a pair of strong shoes to walk in.

Now published, BRADSHAW'S NEW ILLUSTRATED HANDBOOK FOR SWITZERLAND AND SAVOY, with beautiful clear steel engraved map of the country and plans of the Towns, price 5s.: a convenient and portable book, with full and elaborate descriptions, combining every useful information suitable for travellers of both sexes viewing this delightful portion of the Continent; may be had at BRADSHAW'S Guide Office in London, and the Provincial Towns and all Booksellers.

TOUR IN SWITZERLAND.

London to Rotterdam Ostend or Antwerp, Cologne, Frankfort, and Freiburg, and from thence to Schaffhausen, Constance, Rorschach, St. Gall, Weisbad, Sennewald, Werdenberg, Ragatz, Pfeffers, Wallenstadt, Wesen-Wesen, Rapperschwyl, Zurich, Zug, Goldau, Righi, Lucerne, Fluelen, Andermatt, St. Gothard, Grimsel Hospice, Meyringen, Grindelwald, Lauterbrunnen, Interlacken, Thun, Berne, Solothurn (Soleure), Weissenstein, Bienne, Neufchatel, Morat, Aventinm, Freiburg, Lausanne, Geneva, Vevay, Bex, Martigny, Orsieres, Liddes, St. Bernard, Martigny, Trient, Chamounix, Montanvert, St. Gervais, St. Martin, Geneva, Lyons, Paris, and London.

Time for Travelling.—June, July August, and September, are the best months for a tour.


Chiavenna
Castenedolo

Transport of Luggage.—By applying at the Post-office, the traveller may have conveyed to any part of Switzerland. A receipt will be given on application, at a charge of This mode of transit, is the safest and speediest, heavy articles should be sent, if time be no the *roulage* or carrier's waggon, or "*Train Commerce*" on Railways.

Conveyances.—There are a number of railways in Switzerland, viz.:—Zurich to Baden (a bathing-place); Zurich to Romanshorn and St. Gall; Bale to Olten and Lucerne; Olten to Aarau; [illegible] Yverdun to Morges and Lausanne.—Villeneuve to Bex, &c. Diligences, generally belonging to Government, and carrying the mail, traverse all the chief roads; the fare is however high, and three or four travelling together, will find it more convenient to hire a conveyance. Return fare must also be paid, and the traveller should ascertain whether a return carriage may not be in the town before hiring one belonging to the place. Steamers navigate all the chief lakes.

Guides.—As a general rule it may be said they are absolutely necessary in mountain excursions, at any other times than the months named for a tour, since the paths are liable to be obliterated by snow. Their almost invariable honesty and good temper render them on all occasions useful.

Money.—By a decree of the Diet, 1850, the Swiss coinage has been reduced to the same standard as that of France. Francs and centimes constitute the current money, and in these accounts are now kept, the old Swiss batz being no longer a legal tender. French Napoleons and francs are the best coins the traveller can take with him. English sovereigns are taken at the Swiss Towns at a value of 25 francs. English circular notes, or Bank of England notes, are exchanged at all the chief places of resort in the country.

DESCRIPTIONS, &c., OF TOWNS.

Aarau.

The principal town of the Canton Argau contains 4500 inhabitants, and is situated on the right bank of the Aar. It is situated at the south base of the Jura—here partly covered with vineyards. The baths of Schinznach are about 10 miles distant. The road along the right bank of the Aar passes several castles. The footpath along the left bank is recommended. It is over the Gisli-Fluh, (easy ascent) which commands a beautiful view of several lakes.

CONVEYANCES.—Rail to Olten, Bale, Bern, Bell, Lucerne, &c. See page 151.

Aix-les-Bains—*Stat.*—(Savoy.)—HOTELS:

POSTE L'UNIVERS; GUILLARD.

A watering place much frequented during the season. Population about 2,500.

The Railway from Aix through Chambery to St. Jean de Maurienne traverses a most lovely and fertile country. This line will be continued from St. Jean de Maurienne by a tunnel, which will be miles long, under Mont Cenis, to join the Susa and Turin Railway.

CONVEYANCES.—Railway, see page 157. Diligences to and from Geneva daily.

STEAMER—See page 181.

Arth.—HOTEL:—BLACK EAGLE.

A village at the foot of the Righi, beautifully situated at the head of the small Lake of Zug, and in the vicinity of Goldau, the scene of the awful desolation caused by the fall of the Rossberg mountains in 1806, when three villages and 450 persons were overwhelmed. The ascent of the Right from either of these villages is easy, and the whole route commands rich and pastoral scenery; the descent on the other side, to Weggis, on the Lake of Lucerne, forms a pleasing variety. Guides and mules are furnished here for the Right.

From Arth, Conveyances may be obtained to Zug and Horgen, see page 215; on the Lake of Zurich, see page 182.

Basle—22,000.—HOTELS:—

Basle, or Basel, is situated at the north-western corner of Switzerland, on the north side of the Jura, and is made up of several [illegible] bordered by mountains covered with excellent pasturage. It is the capital of one of the States, and is placed on the Rhine at the point where it turns northward. It is a well-built and large city, consisting of two towns, divided by the Rhine, and spanned by a magnificent bridge. It contains a fine Cathedral, built in the Gothic style of architecture, and possessing one of the highest towers in Switzerland next to that of Freiburg, the view from the terrace of which is very beautiful. The Rathhaus House, in which is the Hall where the famous Ecclesiastical Council was held between 1431 and 1448; the Maegra Fisherhof, and the Arsenal, are worth visiting, and the museum for Holbein's pictures.

English Church service twice on Sundays during summer.

Within about six miles south-east of Basle, at Augst, near the confluence of the Ergolz with the Rhine, are several interesting remains of the Roman town, Augusta Rauracorum; and about three miles distant, at Arlesheim, in the Birse, are very fine baths, and a celebrated garden, laid out in the English style, by Baron de Gleichen.

The road to Bienne through the Val Moutier or Munster Thal, is one of the finest in Switzerland, daily traversed by diligences to Berne and Neuchatel.

CONVEYANCES.—Railway [illegible] see pages 151, 152 to 155. Diligences, see p. 216.

Routes from BALE to	Itineraries of the best and quickest Routes between BALE and the principal cities in Europe, &c.	ORDINARY FARES. 1 class. £ s. d.	2 class. £ s. d.	TIME. Exp. D. H. M.	Ord'y. D. H. M.
1 Antwerp .....(Belgium)	See No 8, Rtes. to Cologne; thence as per Itinerary of Routes to Antwerp, p. 309	2 11 6	1 17 6	0 26 0	0 31 0
2 Augsburg	a Rte. to Constance, see No 14.....				
3 Baden Baths of (Bresgau)	b Rte. to Lindau, No				
	By Dil. over the Fotzburg, which commands fine views of the Alps, to Brugg; Rail thence to Baden, page 155				
4 Baden-Baden Baths of	a By Rail via Freiburg to, p. 95	0 12 0	0 9 6	0 4 15	0 6 30
" "	b By Rl. via Strasburg, p. 59; Omn. to Kehl, Rl. to Baden, p. 95.....	0 12 0	0 9 6	0 5 50	0 6 50
5 Bellinzona	Rte. to Lucerne, No 27; thence per Dil. (17 hours)				
6 Bernard, St.	Rl. to Berne, No 7; Dil. to Vevay; Str. to Villeneuve Rl. to Bex, p 152; Dil to Martigny; Mules to St. Bernard				
"	a Rl. via Olten, Aarburg, p. 153, Berne, p. 149	0 10 0	0 7 3	...	0 5 30
7 Berne .....(Switzerland)	b Rl. to Lucerne, p. 149; Dil. to Berne across the *Valley of the Kmmenthal*...	1 1 6	0 17 0	0 15 0	...
" "	c Dil. by the Munsterthal, or *Val Moutier*, one of the most romantic valleys of the Jura, to Bienne, thence to Berne	0 19 0	0 15 0	0 15 0	...
" "	d Dil via Listhal over the *Ober-Hauenstein* to Soleure and Bienne, thence to Berne	0 12 0	0 10 0	0 10 0	0 10 0
8 Brussels.....(Belgium)	See No 11, Rtes. to Cologne, thence as per Itinerary of Rtes. to Brussels p. 300.....	2 14 6	1 19 6	0 26 0	0 30 0
9 Calais.....(France)	See No. 32, Rtes. to Paris, thence as per Itinerary of Routes to Calais, p. 264	3 15 2	2 14 11	0 33 0	0 41 0
10 Chamounix(Switz'rl'nd)	a See No. 29, Rtes to Geneva, thence by Dil. to Sallenche; Char. to Chamounix	2 11 0	2 2 0	0 36 0	...
11 Cologne .....(Prussia)	a See No. 16, Rtes to Frankfort, thence as per Itinerary of Routes to Cologne, p 315	1 16 2	1 2 11	0 22 0	0 27 45
" "	b Rl. to Strasburg, p. 59; Ludwigshafen, p. 96, Mayence, p. 96; Str. to Coblentz, Rl. thence to Cologne, page 88	1 12 0	1 3 0	0 20 0	0 23 0
12 Coire or Chur (Switz.)	a Via Schaffhausen. No. 36; Constance, No. 14; Bregenz, to				
" "	b Rail. to Zurich, No 45; Str. to Wallenstadt; Diligence to Ragatz and Coire	0 8 0	0 8 0	0 10 0	0 10 0
13 Como ..... (Italy)	See Rte. to Milan No. 29				
14 Constance .....(Switz.)	a Diligence to Brugg, Rl. to Zurich, Winterthur, p. 155, Dil. to Constance.....	0 14 0	0 14 0	0 15 0	0 15 0
" "	b Rl. to Waldshut, Diligence to Schaffhausen; thence by Dil. to Constance				
15 Florence .....(Italy)	See Rtes. to Milan, No 29; Dil by Piacentia & Bologna				
16 Frankfort ...(Germany)	a Rl. via Freiburg, Baden-Baden, p. 95; Heidelberg, p. 91	1 3 3	0 18 8	0 8 30	0 13 0
" "	b Rl. via Strasburg, p. 59, Weissenburg, p. 58; Mannheim, p. 96; Frankfort, p 91	1 8 3	1 1 0	0 10 0	0 14 0
" "	c Diligence to Brugg; Rl. to Zurich, Romanshorn, p. 155; Str. to Friedrichshafen, p. 205; Rl. via Stuttgarot, p. 131; Heidelberg, p. 91	2 4 0	1 15 0	...	1 12 0
" "	d Rl to Waldshut, page 91, Diligence to Schaffhausen, Dil. thence by the Hollenthal—grand scenery of the Black Forest to Freiburg, Rl. to Baden-Baden &c. to Frankfort	1 18 0	1 12 0	...	0 20 0
17 Freiburg-in-Bresgau	a Rl. to; p. 95.....				
" "	b Rl to Waldshut; Dil. to Schaffhausen and the Hollenthal.....				
18 Gais Baths of ...(Switz.)	By Diligence to Brugg; Rl. to Zurich, Winterthur, p. 155, St. Gall, p. 154, Dil. to Gais				
19 Gall, St. ...(Switzerland)	a Rl. to Waldshut; Dil to Schaffhausen; thence by Dil. or Str				
	b See Rtes to Zurich, No 45; Rl. thence to St Gall.....				
20 Geneva " (Switzerland)	a Rl. to Berne, pp. 149, 151; Dil. to Freyburg, Payerne, Lausanne; Str. to Geneva	1 17 0	1 10 0	...	0 26 0
" "	b Dil, through the Munster-Thal or Val Moutier to Bienne; Str. or Diligence to Neufchatel; Str. to Yverdun, p. 303; Rl. to Morges, p. 156, Str. to Geneva.....	1 10 0	1 0 0	...	0 17 0
21 Grange Baths of (Switz.)	a Rl. to Aarburg, p. 150; Herzogenbuchsee, Soleure, p. 149; Dil, to Grange	0 14 0	0 10 0	...	0 8 0
" "	b Rl. to Listhal, p. 151; Dil. over the *Ober-Hauenstein* to Soleure; Dil. thence to Grange	1 2 0	0 18 0	...	0 12 0
22 Helenenbad Baths of (Switzerland)	By Diligence to Brugg; Rail. to Zurich, Winterthur, p. 155; St. Gall. p. 154; Dil. by Herisau to the Baths of Helenenbad	1 18 0	1 4 0	...	0 15 0
23 Innsbruck .....(Austria)	Diligence to Brugg; Rl. to Zurich, Winterthur, Rheineck, p. 155; Str. to Bregenz, thence by Dil. via Feldkirch, Bludenz, Lalass, Stulen, St. Anton, Landeck, Imst, Nassereut, Seefeld, Kerl, Innsbruck	3 5 0	2 15 0	...	3 0 0
24 Lausanne (Switzerland)	a Rl. to Berne, p. 150; Diligence to Freyburg and Payerne	1 0 0	0 17 0	...	1 0 0

picturesque passes in Switzerland, abounding in glens and woody heights, the rocks frequently overhanging.

Chamounix being in Savoy, travellers proceeding thither, by Geneva or Martigny, must be provided with the *visa* of the Sardinian government, unless they hold British Foreign-Office passports.

CHURCH OF ENGLAND SERVICE, twice every Sunday during the four Summer months.

Baths of St. Gervais.—We cannot leave Chamounix without advising the traveller to visit the bath of St. Gervais, situated in a beautiful valley (distant about six miles from Servoz on the road to Geneva) where excellent accommodation may be had *en pension*, where there is always good society. The excursionist cannot choose a more charming spot for visiting this romantic scenery. It affords delightful walks for the convalescent, and one of the pleasures of the place is its solitude amid scenes so wild and beautiful. To the south are the needles of *Varens* (720 feet above the level of the sea); to the east the pavilion Belle Vue, commanding the most magnificent view of the valley of Chamounix; to the west Mount Joli (8209 feet), and to the south the Col du Bon Homme.

Three diligences per day from St. Gervais to Geneva, and *vice versâ*. Board, lodging and baths included, 8 frs. per day (6s. 5d.)

Coire (*Chur*, German) —HOTEL:—

LA CROIX BLANCHE.—CARRIAGE, 12 fr. 50 c.

It occupies a picturesque site on the Hessur, about two miles from its confluence with the Rhine, and on the great road to Italy by the Splugen and Bernardino, and contains a population of 5,000 inhabitants. The public places worth visiting are the Cathedral, built in 780; in it are some very fine monuments; the Episcopal Palace, containing a very large number of paintings; the Catholic School; the Town-hall, containing the public library; and the Lyceum. The Roman Catholic Church, outside the city gates, is remarkable from its extreme antiquity, part of it dating from the seventh century. The Romansch, a dialect of the Latin, is still spoken in this vicinity, and a Romansch newspaper is published here. The environs of Coire are worthy the tourist's attention, and command fine views of the Calanda, as well as of the mountains on the valley of the Rhine, with the glaciers of the Bodus. The Cascade, the baths of Luth, the fountain of Aroschka, and the valley of the Albula, form delightful excursions from Coire, and will well repay a visit.

CONVEYANCES.—Diligences daily over the Splugen to Chiavenna, over Bernardin to Bellinzona.—To Wallenstadt to meet the Steamers to Zurich. Railway, see page 154.

Constance.—HOTELS:—Brochet; Post; Delis

Constance is an important town of the Grand Duchy of Baden. It contains a population of 6,000 souls, and should be Swiss, from its natural position. It is very pleasantly situated at the point where the Rhine issues from the Lake of Constance to enter the lower lake, or Lake of Zell. Constance is in a very neglected state, and contains a number of deserted convents; its mills are of a singular construction; its edifices and institutions are worthy the traveller's notice, particularly the cathedral—a Gothic building—the summit of which commands a very fine view; the carving of the doors is much admired. In the council-hall, (Concilium Saal) by the Steam Pier was pronounced the sentence against John Huss, who, as well as Jerome of Prague, was burnt alive by a decree of the famous council of Constance. The serge mantle worn by Huss, as he went to the pile, is still seen. The Church of St. Maurice, the dominican convent, where Huss was imprisoned, wherein is seen the epitaph of Chrystolora, the former college of the Jesuits, the episcopal palace, the arsenal, and the chancery house, in which are some rare and valuable manuscripts. In the environs are several interesting places, particularly the spot where Huss suffered, in the suburbs of Brühl.

The northern banks of the lake are flat; but the south or side presents a series of picturesque views having the mountains of Appenzell and St. Gall, together with those of the Tyrol, in the back ground.

CONVEYANCES. for Steamers, see p. 157; for Diligences, see p. 272.

Cormayeur. HOTEL ROYAL.—At the foot of the south side of Mont Blanc. About 25 miles from Aosta over an excellent carriage road. The views of the Col du Geant, and Mont Blanc itself are superb. The Glacier of the Brenva may be reached in 2 hours. Many travellers consider the situation of Cormayeur preferable to Chamounix; but the bad food at the Inns is a great drawback. The Passage of the little St. Bernard commences at Pré St. Didier about a league from Cormayeur. Mineral water; a good place from which to make excursions.

Fluelen. HOTELS:—Croix Blanche; **Adler.**

A village at the south end of the Lake of Lucerne. The scenery at this end of the lake, commonly called the Bay of Uri, is the grandest in Switzerland, if not in Europe. Tell's chapel, erected on a piece of rock, is a conspicuous object on approaching Fluelen. Altorf, is two miles from Fluelen, on the St. Gothard route. A diligence leaves for Milan, through St. Gothard and Bellinzona, immediately on the arrival of the morning steamer from Lucerne, and is the most expeditious means of reaching Italy.

Fluelen is the principal station for the hire of horses, at the Hotel de l'Aigle.

Tariff of prices for the hire of horses, for passing Mount St. Gothard:—For 2 horses, from Fluelen to Hospenthal, 30 fr.; to Airolo, 60 fr.; to Faido, 75 fr.; to Bellinzona, 100 fr.; to Magadino, 115 fr.; to Lugano, 125 fr.; to Como, 150 fr.

For Steamers to Lucerne, see page 169.

Freyburg.—10,000.—HOTEL.—

ZAHRINGER HOF—good. HOTEL DES MARECHAUX—cheaper.

HOTEL LEMORICIER, good second class house.

The Canton of Freiburg is situated in the western portion of Switzerland, between Berne and Vaud, is traversed from one end to the other

the river Saarine. Freiburg, the capital, is partly built upon the bank of the Saarine, and partly upon the declivity of a rock. The principal buildings are the Cathedral, or Eglise de St. Nicholas, containing the richest toned organ in the world; it also possesses the finest bells in Switzerland, and has a magnificent steeple. Over the principal entrance is a beautifully executed piece of carving, representing the Day of Judgment; the Hotel de Ville, built on the site of the castle of the Duke of Zahringen, the Collége des Jésuites, (now the Cantonal School) the Hôpital, the Maison de Travail et de Bienfaisance, and the suspension bridge thrown across the Saarine, remarkable for its great length and great height above the river; it stretches across a gorge 160 feet deep, and has a span of 902 feet. There is a second suspension bridge, lofty and light as a spider's web, but able to carry waggons. Half the town lies 600 or 700 feet lower than the other. Best point of view is from Zahringer hof. Freiburg also possesses a great many religious and educational establishments. Its charitable institutions are also worthy of inspection. The Place des Tilleuls, or Limes, so called from a lime or linden planted here in 1476, the day on which Charles the Bold was defeated at Morat. The valley of Gotheron, a suburb of the city, contains an aqueduct 1,000 feet long. The village of Guggisborg and the baths of Gurnige may be visited from Freiburg, as may also the Hermitage de la Madeleine. It is in the immediate vicinity of the town, on the banks of the Saarine—being a very curious excavation 400 ft. in height, and consists of a church, surmounted by a tower 80 feet high; it also has a kitchen and a cellar, with porches, chambers, and staircases. The founder and builder of this grotto, John Dupre of Gruyéres, was drowned in 1708, whilst assisting some strangers across the river. The Abbaye de la Hauterim, founded and richly endowed by William de Clare in 1137; the Chartreuse de la Valsanite and Morat—the scene of the famous battle—are worth a visit, and will well repay the traveller a short analysis of its architectural beauties and chaste structural design.

CONVEYANCES.—For Diligences, see page 226.

Geneva, 30,000, (*With Map in Special Edition.*) —*Stat.* HOTELS:—

HOTEL DES BALANCES—a first class hotel for families and gentlemen.

HOTEL DE L'ECU—first-rate, and equal to any in Switzerland.

HOTEL DE LA METROPOLE, an immense house, newly opened, with 180 rooms, elegantly fitted up with all English comfort. Mr. Wolbold speaks English.

HOTEL DE LA COURONNE—a quiet, comfortable, and reasonable house.

Geneva is a very small canton at the south-western corner of Switzerland, almost entirely separated from the other cantons by the territories of Savoy and France. It has for its capital Geneva—a town situated on the slopes of two hills, divided by the Rhone, where it issues from the lake, forming in its course two islands, on one of which stands part of the town; and the other contains a fine promenade planted with trees and ornamented with a statue of Jean Jacques Rousseau. The two banks of the river and the island are now connected by a suspension bridge; and a handsome quay, studded with fine buildings, lines the river. The city has lately laid out a Jardin Anglais close to the Lake, with beautiful walks and fountains; immediately in front of the Hotel de la Metropole. The streets are in general wide and commodious. The principal buildings are the Church of St. Peter, the Town-hall, the Hospital, the Museum of Fine Arts, the Museum of Natural History, and the Penitentiary. The Academy, founded by Calvin—the Library or Reading Room, containing 30,000 volumes, a handsome post office, and the several scientific institutions are also worth visiting.

The environs of Geneva are delightful, particularly Chenes, Cologny, Carouge, Versoix, Ferney, the celebrated residence of Voltaire, and to the "meeting of the waters," the Rhone deep blue, and the Arve white from the glaciers—one of the prettiest little spots in the neighbourhood—one mile from the town. About 45 miles south-east of Geneva is Mont Blanc, on the south side of the valley of the Arve. Both Geneva and its immediate vicinity are celebrated as being the retreats of very many illustrious characters, such as Voltaire, Calvin, Cassaubon, Rousseau, Necker, Beranger, the Baroness de Stael, Byron, Marie Louise, Josephine, &c.

DIRECTORY OF GENEVA.

BRITISH CONSUL, Cap. A. Pictet, 3, Quai de Mont Blanc.—AMERICAN CONSUL.—Mr. Vullier, No. 3, Corraterie.—FRENCH CONSUL, Le Chevalier Denois, Grand Quai, Maison Bonzon.—SARDINIAN CONSUL, Le Baron Michaud, Square des Contamines.

BRITISH CHAPLAIN, Rev. H. Downton. Divine Service 11½ morn. and 3 afternoon. Supported by voluntary contributions.

HOUSE AGENT, John Monroe, English Newsroom.
BANKERS.—Messrs. Lombard, Odier, & Co., 237, Corraterie.

English Chemist and Druggist, 1, Place des Bergues—George Baker, Soda, Saratoga, and Mineral Waters. Prescriptions accurately prepared.

Tuition.—German and French taught by Dr. Deppe, a native of Hanover, of many years experience.

Wearing Apparel.—Travellers will find large stock at the Ville de Paris, 67, Rue du Rhone, Maison Blum Frères.

Watchmakers and Jewellers.—Messrs. Ad. Lang & Padoux, No. 171, Grand Quai. A large assortment of ladies' and gentlemen's watches and jewels of the latest and most tasteful description. SINGING BIRD BOXES, pocket chronometers, FOR HORSE RACES, &c. English spoken.

Patek, Philippe & Co., Geneva. Watch Manufacturers; honoured with medals from the London, New York, and Paris Universal Exhibitions. Plain and complex watches and chronometers, definitively regulated for the pocket.

Watchmakers and Jewellers.—Messrs. Baudin (Brothers), Grand Quai, facing the Jardin Anglais, manufacturers, have a splendid assortment of Watches and Jewellery of the best description; the same house in Paris, 7, Rue de la Paix.

George Roch, 183, RUE DU RHONE, has a large and choice stock of all the newest Jewellery, Enamel Paintings, &c.; and manufactures entirely on the premises, the best Geneva Watches of all kinds, from the smallest to the most complicated. N.B.—All his goods are marked in plain figures and at moderate prices; recommended in Murray's Handbook.

Watches and Jewellery.—A. Maligneau, 11, Rue de la Corraterie—1st. floor—one of the most respectable and oldest manufacturing establishments in Geneva.

Cigars and Tobacco.—Clerc-Bonnet, No. 6 Place des Bergues. One of the best houses on the continent.

Cigars.—Messrs. Wistaz & Co., No. 70, Rue Carnavin, importers direct from the Havannah.

Eau de Cologne.—Jean Ant. Farina—Mr Pfister Perfumer, Rue du Klozi.

CONVEYANCES.—Steamers, see p. 190. Railway, see p. 50. For Diligences, see p. 226. Cab Fares, 2 frs. for every hour, and 50 c. for every quarter over an hour.

From GENEVA to	Itineraries of the most Direct Routes from GENEVA to the following Alphabetical List of Towns.	ORDINARY FARES. 1st Class. £ s. d.	2nd Class £ s. d.	TIME. Exp. h. m.	Ordy. h. m.
1 Bale	Via Berne, per Diligence or Steamboat to Morges, and thence by Rail and Steamboat by Lakes of Neufchatel and Bienne and Central Swiss Railway, see page 151	1 13 7	1 7 3	— —	28 0
2 Berne	Diligence or Steamboat to Vevay, and thence by Diligence,	1 0 0	0 16 0	16 15	17 0
3 Calais	Paris, see No. 15; Calais, see page 14	4 16 3	3 12 8	30 40	43 25
4 Chambery	Diligence	0 11 10	0 7 10	9 0	11 0
5 Chamouny	Diligence	0 12 8	0 12 8	— —	11 30
6 Civita Vecchia, (Rome.)	Turin, see No. 16; Genoa, see page 158; thence per steamer in 34 hours, see page 190; to Rome per rail, see page 169	5 17 7	3 19 7	56 25	61 45
7 Florence	Leghorn, see No. 10; Florence, see page 168	4 15 6	3 5 0	34 25	37 15
8 Genoa	Turin, see No. 16; Genoa, see page 159	3 12 6	2 10 4	22 25	27 45
9 Lausanne	*a* Diligence	0 7 10	0 6 4	6 0	6 0
	b Steamer, see page 190	— —	— —	3 0	3 0
10 Leghorn	Genoa, see No. 8; Leghorn per Steamer in 9 hours, see page 190	4 9 11	3 0 7	31 25	33 45
11 London	*a* Calais, see No. 3; London via Calais and Dover, see page 185	6 4 9	4 13 10	35 10	50 [illegible]
	b For other Routes *vide* those given under Bale	— —	— —	— —	— —
12 Lyons	By Rail, see page 50	0 14 6	0 11 0	5 20	5 20
13 Milan	Steamer and Diligence	2 9 10	2 3 8	— —	53 0
14 Neufchatel	Per Diligence	0 16 8	0 13 6	9 45	10 20
15 Paris	Lyons, see No. 12; Paris, see page 45	3 6 2	2 9 9	23 5	23 15
16 Turin	Per Diligence	2 19 4	2 1 2	18 0	22 0

Geneva, Lake, or Lake Leman, a beautiful expanse of water between Savoy and Switzerland, in a Valley which separates the Alps from the Jura Mountains. Its length, from the City of Geneva to Villeneuve, is 54 miles, and its breadth in the widest part about 12 miles. Rowing boats for the lake 75 cents per hour without boatmen; 2 frs. per hr. with.

Interlachen.—HOTELS:—

Is situated between the Lakes of Thun and Brienz, with numerous *Pensions*. The situation is one of the best in Switzerland, having (all within the circuit of a few miles) two of its most celebrated waterfalls, Giesbach on the Lake Brienz, and Staubbach in the beautiful valley of Lauterbrunnen; the glaciers of Grindelwald, the mountain Faulhorn, and the Wengern Alp, the finest pass in Switzerland, with respect to near and distinct views of the Alps. Good small reading room; best place to buy the beautiful wood carvings.

CHURCH OF ENGLAND SERVICE twice every Sunday during the summer months. Supplied by Colonial Church Society.

CONVEYANCES.—Steamers on lakes Thun and Brienz, see page 194.

Lausanne.—*Stat.*—16,000—HOTEL.

HOTEL GIBBON.—A first-rate house in every respect, highly recommended. Proprietor, Mr. Ritter.

The capital of the canton of Vaud, beautifully situated at a short distance from the northern shore of the Lake of Geneva, occupies three hills, and the intervening valleys. The entrance of the city from the Genevese side is through the Rue de Grand Chêne; and this street leads to the Place de St. François—the chief seat of resort in Lausanne. The streets are ill-paved, up and down and crooked; there is a good market place and corn market, and handsome stone bridge over a valley connecting two of the ridges or hills. At the opposite side of the Place de St. François, and in a direct line with the Rue de Grand Chêne, is the Rue de Bourgs, in which street are situated most of the principal hotels. The Cathedral, formerly l'Eglise de Notre Dame, founded about the year 1000, and consecrated in 1275 by Pope Gregory X., is a very mixed structure, and from its terrace a very fine view may be had. It contains a white marble monument, erected to the memory of Henrietta, first wife of Lord Stratford de Redcliffe, late Sir Stratford Canning. The Museum is worth a visit. Two miles from Lausanne is the Cemetery of Pierre de Plain, in which the celebrated tragedian, John Kemble, is buried.

Church of England service twice on Sundays.

CONVEYANCES.—Diligences, see page 231. Railway, see page 156. Steamers, see page 195.

Leuk, or Loeche.—HOTELS:—BELLAVUE, MAISON, BLANC, FRANCE and DES ALPES.

A village in the valley of the Rhone, on the Simplon road, without a good inn. The warm baths of Leuk are situated at the foot of the Gemmi, nine miles north of the village, and are frequented chiefly by the natives of Switzerland, and by them held in great repute, and will astonish the British visitor; the Echelles or ladders up the face of a precipiece, are also very remarkable. The pass of the Gemmi is in many respects the most wonderful in Switzerland, the road winding down a precipitous rock, and often projecting over the path immediately below. The height of the pass is 7,000 feet, and is practicable for mules.

A new splendid Carriage Road has been lately constructed from Leuk to the baths, and wonderfully romantic. Horses may trot the whole distance.

Lucerne.—*Stat.*—HOTELS:—

The capital of a canton of the same name, situated at the western extremity of the lake of the forest cantons on the Reuss, which divides it into two parts at the foot of Mount Pilate. The situation of the town is highly picturesque, and it is well built. Its most remarkable objects are the three Bridges over the Reuss, two of them decorated with historic and legendary paintings, and the wounded colossal lion, (from a model by Thorwaldsen,) in memory of the Swiss guards, at Paris, in 1792. It has a Cathedral, several Churches and Convents; that of the Jesuits has been converted into a lyceum or college. The weekly corn market is one of the largest in Switzerland. It has no particular manufactures, but a considerable trade is carried on between this place and Italy and Germany, over Mount St. Gothard and the Lucerne Lake. Population about 10,000. It is 30 miles S.W. of Zurich, and 42 E. of Berne. It is the best starting place for a visit to the Righi, distant about 10 miles, by the steamboat to Weggis.

The lake of Lucerne is perhaps the grandest in mountain scenery in all Switzerland. To the Bernese-Oberland the steamer should be taken to Stanstad, thence through the vale of Sarnen to Lungern, whence mule road over the Brunig to Meyringen. Or steamer to Fluelen, whence diligence over the Devil's Bridge to Hospenthal; thence to Grimsel-Hospice over the Furka Pass, and by the glacier and source of the Rhone, is a day's journey on foot or with mules. Hence to Meyringen or Reichenbach, is an easy day by the wonderful fall of the Aar at Handeck. From Meyringen to Grindelwald over the Scheidegk, one day. The glaciers of Grindelwald, the gigantic mountains, the highest of this branch of the Alps from which they issue, and the proximity of the Faulhorn, form the chief points of interest. There is an inn at the top of the Faulhorn, should the traveller desire to see the sun rise. Ulric Bohren, of Lucerne, is an excellent guide, very intelligent, and possesses a complete knowledge of the Botany of the Swiss Mountains. From Grindelwald to Interlachen, distant about 12 miles, there is a *char* road; or by the Wengern Alp to Lauterbrunnen, and thence to Interlacken, 20 miles the traveller will find much to repay the detour, the gigantic Jungfrau almost overhanging the path.

CHURCH OF ENGLAND SERVICE, twice every Sunday during four summer months.

LOCAL EXCURSIONS.—1. By steamer to Stanstad; row boat (half an hour) to the Rotzloch—a defile little known. 2. By steamer to Küssnacht; thence by omnibus to Imensee, on lake Zug; steamer to Arth; carriage from Arth (2 horses, tariff 20 francs) past Lake Lowertz to Brunnen, on lake of Lucerne. 3. By steamer to Stanstad; thence by carriage (tariff 20 francs) to Engelberg, at the base of the snowy Titlis, 11,414 feet above the sea.

BANK AND EXCHANGE OFFICE.—Messrs. Frederic Knörr and Fils.

CONVEYANCES.—Railway, see page 150; Diligences, see page 232; Steamers, see page 199.

Magadino.—See page 363.

Montreux is a village situated near the eastern extremity of the Lake of Geneva, about half way between Clarens and the Castle of Chillon.

The spot is one of the most lovely in Europe. Being on the slope of a precipitous hill, it is completely sheltered from the north and east winds, and having a south and west aspect the climate is very mild especially in the spring. It is much sought after as a winter residence by invalids, and is becoming a place of much resort. Houses are now rising very fast, but by no means keeping pace with the demand.

CHAPLAIN.—The Rev. S. R. Stock. Divine service is held in Montreux Church. In the winter at 11½ a.m. and 3 p.m. In the summer at 11 a.m. and 5½ p.m. The Sacrament is administered on the first Sunday in the month.

Martigny—HOTELS:—

GRANDE MAISON, and CLERC.

A small town in the Canton of the Vallais, situated at the foot of the passes of the Tête Noire and the Col de Balme, leading to Chamounix, and also near the foot of the great St. Bernard. It is about 9 or 10 hours' walk hence to the monastery. Martigny is on the Simplon road into Italy. Diligences pass daily from Geneva and Lausanne.

English Church service twice every Sunday

From Martigny to Villeneuve, at the east end of the Lake of Geneva. Railway from Bex to Villeneuve. About four miles on the road is the splendid waterfall of the Pissevache, one of the most imposing in Switzerland. The valley of the Rhone, from Martigny to Villeneuve, through St. Maurice and Bex, is replete with all that can constitute picturesque scenery—the Dent du Midi and the Dent de Morcles, crowned with snow, being conspicuous objects on each side of the valley. Along the valley of the Rhone, from Martigny to Brieg, at the foot of the Simplon Pass is about sixty-five miles through Sion, Sierre, Leuk, and Visp. These towns have an air of decayed splendour; and the scenery around, from the width of the valley, does not partake of the usual Swiss character.

At Brieg, the ascent of the Simplon begins at once, and is a continued steep to the summit, carried round the edge of precipices, and frequently through tunnels blasted in the rock. Houses of refuge are erected at frequent intervals, to protect travellers from the avalanches in spring. At the village of Simplon, a little beyond the summit, is a rude, but clean and comfortable, inn. The descen from Simplon, through the gorge of Gondo, into Italy, is perhaps unrivalled for sublimity and wildness of scenery, and a triumph of engineering skill. At Isella, the Sardinian custom-house is situated; soon after which, at a sudden turn of the road, the Val d'Ossola bursts upon the astonished gaze of the traveller. The transition from the snows at the summit of Simplon Pass to the sunny climate of Italy, in the course of a few hours, is truly marvellous.

From Isella, the Sardinian frontier, through the thoroughly Italian town of Domo d'Ossola, to Baveno, on the Lago Maggiore, is nearly forty miles.

The diligence can be taken from Martigny to Brieg, there stay the night, and in the morning from Brieg to Domo Dossola over the Simplon in a small carriage. From Domo to Arona the diligence may be taken. From Martigny to Brieg the diligence occupies about ten hours. From Brieg to Domo twelve hours.

The Great St. Bernard. 30 miles from Martigny, is so much visited by travellers for the romantic beauty of its scenery, that we devote a small space to a notice of it. The summit is about 11,000 feet above the sea, and 8,000 feet is the height of the highest pass. The monastery erected here has existed under thirty-four superiors for over nine centuries. The most elevated part of the passage of the Great St. Bernard is a long and narrow valley, whereof the middle is occupied by a lake, at the eastern extremity of which is the Hospice, built on the site of the ancient Roman redoubt of Stoleure; and at the opposite side, towards Italy, is the Place de Jupiter - a small plain—wherein once stood a temple dedicated to that deity. The convent was founded in 962 by St. Bernard, since which it has remained unchanged in its rules, and unrivalled in its hospitalities to strangers, who, with their mules or horses, are gratuitously entertained for three days. Tourists ought to leave in the Convent box at least as much money as they would pay at an hotel, as poor travellers are lodged and fed gratuitously summer and winter. The bodies of those who have died on the mountains are to be seen in the Morgue in a state free from decomposition. The chain of Alps in which Mount St. Bernard is situated has witnessed four military expeditions, viz., those of Hannibal, Charlemagne, Francis I., and Napoleon. The latter crossed Mount St. Bernard immediately before his descent into the plains of Lombardy, where he fought the battle of Marengo.

Meyringen.—HOTELS:—

HOTEL SAUVAGE—COURONNE, comfortable.

A thoroughly Swiss village; a central point for many of the most interesting excursions in the Oberland. The only carriage road from it is to

Brienz, along the beautiful vale of Meyringen, abounding with waterfalls. A steamer plies daily on the lake between Brienz and Interlachen, calling at the Giesbach Fall.

English Church Service twice every Sunday during the season. Donations in aid of the fund for supporting this little church will be gratefully received.

Meyringen to Engelberg. An excellent and comfortable little hotel will be found in the Engotlen Thal, close to the top of the Jock Pass. Capital head quarters for visiting the magnificent neighbourhood. This is the best starting place for ascending Mount Titles. Trustworthy Guides are obtained at the Engotlen Hotel at a third of the cost of those from Engelberg, and the cost of porters carrying up provisions, &c. is all saved.

From Meyringen the Lake of Lucerne may be reached in one day, over the Pass of the Brunig to Lungern, and thence along the lovely pastoral vale of Sarnen to Stanstad, or Beckenried, on the Lake of Lucerne.

The pedestrian will find the route from Meyringen, by the Sheideck, to Grindelwald, one of the finest excursions in Switzerland, passing the Falls of the Reichenbach and the glacier of Rosenlaui. A good Pedestrian will readily walk from Meyringen to Grindelwald; and he will find provisions at Rosenlaui and at the *Châlet* on the top of the Sheideck.

From Meyringen to the Hospice of the Grimsel is but 23 miles by the splendid Falls of the Aar, at Handek, where is a good *chalet*, where comfortable refreshment may be obtained. From this point, to the summit of the Grimsel Pass, vegetation gradually ceases, and the road is carried along the precipitous rocks for many miles, the river Aar foaming beneath. Avoid staying at the Village of Guttanen, on the way up the Grimsel Pass, as the "Inn" is described as a "comfortless place," and the people extortionate.

The Inn, at the Hospice of the Grimsel, 6000 feet above the sea, far removed from any human habitation, is now re-built, and is a welcome sight to the wearied traveller in this bleak and sterile region. It is inhabited only in summer, but in the season is a constant resort for travellers, connecting the tour of the Oberland, by the Furca Pass, with the great St. Gothard route to Italy, and the Lake of Lucerne.

Moutier.—Hotel:—Maison de Commerce. A good resting-place between Bienne and Basle in the Munster Thal. The Hotel de la Couronne, good and moderate.

Neufchatel.—Hotels:—Des Alpes, best.

Neufchatel is a small canton situate among the ridges of the Jura, between the lake to which it gives its name and the borders of France; and is composed of six or seven valleys, the principal of which are the Val Travis, the Val de Sagne, and the Val de Ruz. Neufchatel, the capital, is a well-built and thriving town on the slope of a hill, at the mouth of the Seyon. It contains several remarkable buildings, particularly the Chateau, the ancient residence of the princes of Neufchatel—and the Cathedral, a Gothic building, erected in 1161, adjoining the Chateau.

The chief article of exportation is wine, produced from the neighbouring vineyards; it is much esteemed. There are also printed cottons and linens made here; but the principal article of manufacture is watches. Population about 8,000.

The environs of Neufchatel are worth visiting, especially the Abbaye de la Fontaine André, half a league distant; the Rocnet de la Tablette, and the Jardin du Chanal and a beautiful drive (9 hours) through the gorge of the Jura to Salins, from whence there is a railway to Paris Lyons, &c.

Conveyances.—Diligences, see page 234. Steamers on the lake, in connection with the railway from Yverdun to Lausanne and Morges, see p. 202.

Ouchy.—Hotel:—Large and New Hotel.
A small village on the Lake of Geneva. The steamers land the passengers here for Lausanne see p. 192. Omnibuses to and from Lausanne, in connection with the steamers on the lake. Fare ½ fr.

Pfeffers, 2½ miles from Ragatz, one of the most remarkable spots in Switzerland, which may be considered one of the most tremendous representations of the infernal regions, and must be seen to be appreciated. Good winding path; voitures, 5 frs.

There is a regular English church service every sunday at Hof Ragatz, 10.30 a.m., 5 p.m. The chaplain depends entirely on the voluntary offerings of the visitors.

A few hours further lie Coire, Reichenau, and the Via Mala, the most tremendous in sublimity of all the Alpine passes, and one of the most traversed. Superb road, totally free from danger, but carried through a surprising mountain fissure, above the Rhine. From the Lake of Constance, St. Gall, and the Tyrol, is also one day's journey to Ragatz, through the noble Rheinthal.

Conveyances.—Diligences morning and evening, daily, to and from Zurich, Wallenstadt, Innsbruck, Brunnen, (Lucerne), Bellinzona, Como, &c.

Ragatz.—Hotel Tamina.—Hof Ragatz.
A romantic village, population 1000, with fine hotel, in the grandest mountain scenery, on the direct route between London, Zurich, and Italy, the Lake of Como, Milan, &c., the shortest route to the latter: Bâle to Zurich, 7 hours, and from Zurich, a short days' journey, by 8. a.m. steam and diligence in correspondence, crossing the majestic Lake Wallenstadt, from which Ragatz is but two hours' drive. Or, a day and a half from Lucerne, by Horgen on Lake Zurich as before, or, by steam, a.m. and p.m., to Brunnen on the Lake of Lucerne, and diligence in correspondence to Uznach, Wallenstadt, and as before.—The tourist should explore the wonderful gorge of Pfeffers, see above.

Reichenau, a few miles beyond Pfeffers, on the road to the Splugen Pass, at the confluence of the Hinter and Vorder Rhine; beautifully situ-

sted, with a clean primitive hotel, opposite to which is the house in which Louis Philippe acted as usher in a school, after the French revolution.

Schaffhausen.—*Stat.*—HOTEL:—

Population 9,000, contains little to interest beyond the antique architecture of its houses; two miles from it, however, are the falls of the Rhine, which from the vast body of water, more than from the height may be ranked with the chief waterfalls of Europe.

CONVEYANCES.—Diligences to Freiburg in the Breisgau, to Bale and to Zurich, see page 238; Steamers on the Rhine, see page 206. Railway; see page 155.

Schwytz.—HOTELS.—

ROESSLI, tolerable.

Capital of the Canton. Population 5,225.

CONVEYANCES.—Diligences to Lucerne, St. Gallen, Uznach, Zug, Zurich, &c.

Soleure, or Solothurn.—HOTELS: LA COURONNE, good.

Capital of the Canton. Population 4,500. Soleure contains a magnificent cathedral, and an interesting museum of Roman antiquities. Grand view from the Weissen Stein.

In connection with Lausanne by steamer and railway, see page 152.

Splugen.—HOTEL POSTE, tolerable.

A village in the canton of the Grisons, near the source of the Rhine, and 4700 feet above the sea. Here the roads from Bellinzona, by the Bernardino Pass, and from Milan and Chiavenna, by the Splugen Pass, unite, and one diligence takes the passengers forward to Coire and Zurich.

At Splugen is one of the best country inns to be found in Switzerland.

The road from Splugen to Coire passes the celebrated defile of the Via Mala, or gorge of the Rhine, where the rocks are 1600 feet above the river, should be travelled through on foot or in an open carriage.

CONVEYANCES.—Diligences to Chur, also to Chiavenna, whence there are diligences to Colico and Bormio.

Stachelberg—Canton Glarus, in the valley of the Linth, four leagues from the town of Glarus; a situation greatly admired for its beauty and retirement, with an hotel, clean and charges moderate.

St. Gall, or St. Gallen.—*Stat.*—HOTELS.

LION HOTEL, very good.—BROCHET.

St. Gall is a large canton extending from the Rhine and the Lake of Constance, to the Lakes of Zurich and Wallenstadt, and is divided into eight districts. It has for its capital St. Gallen, or St. Gall, a considerable town, very industrious and commercial, situate upon the Steinach, and containing a population of 11,000 souls. Its edifices and institutions are very well worth the traveller's attention, particularly the Abbey, founded at the close of the seventh century. St. Gall, an Irishman, who journeyed into Helvetia, became its patron. The libraries and benevolent societies are well worth the tourist's attention. A number of very agreeable excursions may be made in the vicinity of St. Gall, viz.: to the Convent of Nothersack, the Bridge of St. Martin, the Spire, &c.

CONVEYANCES.—For Railway, see page 154.—Diligences, see page 237.

Thun.—*Stat.*—5000.—HOTEL:—

The chief town of the Oberland, situate upon the Aar, to the north-west of the Lake of Thun, is one of the most picturesque towns in Switzerland, eighteen miles from Berne. A good point for commencing the tour of the Bernese-oberland. It contains the Military School of the Confederation. Fine view from picturesque church-yard, celebrated by Byron.

CONVEYANCES.—Railway, see page 149. For Steam-boats, see page 210.

Vevay.—HOTELS:—

HOTEL DES TROIS COURONNES.—One of the best in Switzerland, a first-class Hotel for families and gentlemen.

Vevay is the second town of the canton of Vaud, and is situate close to the north shore of the Lake of Geneva. It contains about 5,000 inhabitants. It is beautifully and picturesquely situated at the mouth of the Gorge of the Veveyse, and is a delightful and comfortable place for a few days' stay.

EDIFICES AND INSTITUTIONS.—The Cathedral Church, St. Martin's, built above the town, in the centre of orchards and vineyards. It is a building of the fifteenth century, and is surrounded by a planted terrace, commanding a magnificent view. In this church are buried Edmund Ludlow, the regicide, and Andrew Broughton, who read the sentence of death on Charles the First. There are also monuments to the traveller Matte and J. Martin Couvreu, a liberal benefactor to the town.

ENGLISH CHAPLAIN—Rev. S. E. Blomefield's divine service at St. Claire's Church in the morning at 11; afternoon at 3 30.

AMERICAN AND ENGLISH BANKERS.—Messrs. P. Kuhne & Co.

CONVEYANCES.—Diligences daily to Berne, Geneva, and Milan, see page 210. STEAMER daily to Lausanne, Geneva and Villeneuve, see page 211. Carriages are easily procured here, with two or more horses, to go to Lucerne—with two horses, 120fr.: time about 2½ days, starting early; stopping first night at Freiburg; next day at Berne; arriving at Lucerne about 4 p.m. of the third day.

Viesch, in the Vallais. The admirable little hotel, built on the Aggishorn, affords far better and cheaper accommodation than the hotel at Viesch.

This is one of the sublimest points in the whole of Switzerland, above and surrounded by the Aletsch glaciers, and with the snowy sides of the Jungfrau, Monch, Eiger, &c., streaming down to your feet. No Swiss traveller ought ever to be within reach of it and not go there. The way is from Viesch up a very steep sledge path.

Villeneuve.—HOTELS:—HOTEL DU PORT, and others, not very good.

Beautifully situated, in view of Byron's "little isle," and a quarter of an hour's walk from the Castle of Chillon. Omnibuses to Montreux and Vevay. Two diligences daily on the Simplon and Geneva roads, in both directions. Population 1500.

CONVEYANCES.—Railway to Bex, see page 152. For Steamers, see page 211.

Church of England service celebrated every Sunday at 10½ and 3 o'clock. The British Chaplaincy is supported by the voluntary contributions of the congregation.

Visp.—HOTEL:—HOTEL DU SOLEIL, very good.

A small village in the Valley of the Rhone, from whence horses are taken to visit Zermatt, ten hours journey.

Winterthur.—*Stat.*—HOTEL DU SAUVAGE.

Winterthur is a prettily situated town in the canton of Zurich, and is met by the excursionist in his journey from the capital of the canton to Constance. It is seated in a fertile plain on the river Alach, 12 miles E.N.E. of Zurich. It is an industrious and manufacturing town, containing 4,600 inhabitants, who profess Protestantism. There is no object to be met with worth the tourist's attention save the new school, which will repay a visit.

For Railway to Romanshorn and Zurich, see page 155; to St. Gallen, see page 154.

Yverdun.—*Stat.*—3,160.

This town is selected as a place of residence, to enable travellers to take excursions to the several picturesque scenes in the environs, whence some of the finest views may be obtained, situated at the south end of the lake of Neufchatel. Railway to Lausanne, and Morges, Lake of Geneva, see page 156. Diligences, see p. 241. Steamers, see p. 212.

Zermatt.—A small village, now much visited in consequence of its numerous glaciers, and splendid views of Mount Cervin and Monte Rosa. The Pass of the Cervin to Chatillon is practicable for mules. There are two very fair Inns in the village, and another on the Riffelberg, from whence the view is superb. The journey from Visp, in the Valais, will occupy ten hours, on horseback. The road is very bad in some places, and exceedingly narrow. There is a good Inn at Stalden, just half way.

English Church service twice on Sundays during summer.

Zug.—HOTELS—HIRSCH (the Stag). OCHS (Ox.)

The small capital of the smallest canton of the Confederation. It is situated at the east end of the Lake, and contains a population of 3,200. Its chief edifices and institutions are the Cathedral, the Church of the Capuchins, the Town Hall, and the Arsenal. The remarkable church-yard here should be visited by the traveller.

There are few objects of attraction here. The Capuchin convent and nunnery are worth a visit. Some guide-books attribute a picture in the former to Carracci; but it is not his work, but the work of an inferior artist—Flamingo.

The bone-house attached to the Church of St. Michael, a little way outside the town contains many hundred skulls, each having inscribed upon it the name of its owner, his birth, and death. The churchyard is filled with very nice ornaments. The Cemetery is also well worth a visit, on account of its display of armorial bearings, coats, and crests.

The Lake of Zug is situated partly in the canton of the same name, partly in that of Schwytz. It is four leagues in length by one in breadth, abounding in a species of fish called "rotheli," much prized. The vicinity of the Lake affords a facility for many short and pleasant excursions along its borders. For instance, to the village of Cham, the Castle of Hunenberg, the Convent of Francuthal, the Gubel, the Fenter See, and the battle-field of Morgarten, the most interesting of them all.

During the summer months the steamboat on the Lake of Zug runs three times a day in connection with the omnibuses conveying passengers from the steamboats on the Lake of Zurich, and once daily on the Lake of Lucerne, and affords a cheap, quick, and pleasant mode of conveyance for tourists to the foot of the Rigi, the Bernese Oberland, and Lucerne.

Guides for these places may be hired at Zug: Casper Schell particularly recommended.

CONVEYANCES. — Diligences, see page 241. Steamers, see page 212.

Zurich.—*Stat.*—16,000—HOTEL:—

Zurich Canton is a country of great extent, beautiful, and fertile, with a dense population, a Protestant and great manufacturing neighbourhood. Zurich or Zurch, the capital, situate at the north-west end of the beautiful and extensive Zurcher-See, where the Limmat gushes from it with a broad and impetuous current. It is built along both banks of the river in a valley hemmed in by mountains. The large town on the right bank extends to the foot of the Zurichberg and the Sussenberg, and contains a great number of sloping streets; and the same is the case with the little town on the left bank, which is built on the hills of Lindenhoff and St. Peter's.

The Library was founded in 1620, and contains about 40,000 vols., several rare manuscripts, many Roman antiquities, and a cabinet of 4,000 medals.

Hutliberg, 3 miles from Zurich, 3000 feet, ascend in an hour, charming view.* Inn at the top.

OBJECTS OF ATTRACTION.—The Cathedral; Library; Asylum for the Blind; Corn Market; Post Office; Cantonal School; Platz Promenade, with Gessner's Monument; the Arsenal; the Museum, and reading room.

CHEMIST AND DRUGGIST.—Mr. J. H. Kerez. Prescriptions accurately prepared. English medicines of the best quality.

The Lake of Zurich consists of a great and lesser basin; and is ten leagues in length by one and a half in breadth. The tour of the Lake is very delightful, and may be made either by land or water. Perhaps the most agreeable mode of accomplishing it would be to proceed in a carriage to Rapperschwyl, where the two basins unite along the south-western shore, (which is so elevated as to command delightful views, and leads through several very fine villages), to return also by route to Zurich along the north-eastern shore. There is a road leading from Rapperschwyl to Uznach, a little farther than the south-eastern extremity of the lake, in three hours and another to Zurich in six hours.

English Church service twice every Sunday during summer.

Conveyances.—Rail, see p. 155. Dil. p. 241. Str. to Schmerikon; canal boats and diligences thence to Wesen, on Lake Wallenstadt, see Alphabetical List of Steamers, page 212. By this steamer, the travellers for the Rigi reach Horgen in an hour, and a diligence takes them to Zug, whence a steamer takes them down the lake to the Arth at foot of the Rigi by 2 o'clock. Total fare, 5 francs. The Rigi may be ascended in the same day, the view from the summit, (where there is a very good Hotel,) is one of the sights of Switzerland. The next day, by descending to Wäggis, the best views may be obtained, and thence by steamer to Lucerne.

Roads over the Alps.—Mount Cenis, situated between France and Italy, is traversed by diligences from St. Jean de Maurienne to Suse and *vice versâ*, and from Geneva to Turin. The pass is 6,700 feet high, and the road was constructed by Napoleon.

The pass of the Simplon (also by Napoleon) is 6,500 feet high. Diligence from Geneva, Martigny, and Lausanne to Milan. This is, in many respects, the most remarkable road on the Alps.

St. Gothard.—Diligence from Lucerne to Milan. Height 6,800. (See Lucerne.)

Bernardin 7,100 feet; Splugen 6,800 feet—both these passes are traversed by diligences from Coire (Zurich and Constance) to Milan, the road separating at the village of Splugen; the latter pass is the most frequented, and the road was constructed by the Austrians to oppose the Swiss route over the Bernardin. The road from Coire to Splugen passes through the Via Mala, a defile of the utmost grandeur, exceeded by none in Switzerland.

The Stelvio, connecting the Tyrol with Italy, from Mals to Bormio, is the highest carriage road in Europe, being 9,700 feet high. A diligence or omnibus runs daily from Colico to Bormio, and three times a week from Bormio to Mals.

The pass of Ampezzo affords the nearest road from Innspruck to Venice. There is not, however, any public conveyance, and the traveller would find the route by Botzen, Trient, and Verona (whence there is a railway to Venice), more convenient, and superior in attractions.

In winter the journey over the chief passes is performed by sledges. Besides these carriage roads, the Pass of the Grand St. Bernard, near Martigny, in the valley of the Rhone, has much traffic over it. It is besides much visited on account of its celebrated monastery or hospital, on the summit of the pass, 8,200 feet high.

ITALY AND SARDINIA.

In Italy the Railway is called Strada Ferrata.

Italy consists of two distinct portions—the continental and the insular. The latter includes the three large Islands of Sicily, Sardinia, and Corsica, with the smaller ones of Malta, Gozo, Comino, &c. The continental portion forms a long narrow peninsula, extending from N. W. to S. E., the greatest length of which measures about 695 or 700 miles from the sources of the river Toza to Cape Ciuiti in Calabria, or Cape Lucca in Otranto. The breadth is various; its northerly measurement, from the western border of Savoy to the eastern border of Friuli, being 365 miles; about 275 miles from Mount Genevre to the mouth of the Po, through the middle of Lombardy; 105 miles from the coast of Lucca to the coast of Ravenna; 156 miles from Piombino to Ancona; 98 from the Gulf of Naples to the Gulf of Manfredonia; and only 20 miles in some parts of Calabria and straits The superficial area, including the Islands, is 122,167 English square miles. The northern border of Italy is formed by the stupendous range of the Alps, extending in a long curve line from the shores of the Mediterranean Sea near Genoa to the head of the Adriatic. The Alps are connected with the Appenines at their extremity, a smaller but still important range, which stretches in an uninterrupted line, parallel to the shores of the Gulf of Genoa, and then through the peninsular part of Italy to the Strait of Messina, dividing the country into two narrow sections of lowland, which run along from the mountains to the adjacent seas. The great Plain of Lombardy lies between the Alps and the Appenines in Northern Italy, and is traversed by the Po, as also watered by innumerable streams which flow down from the adjacent mountains. The length of Lombardy is about 250 miles from east to west, its average breadth being 50 miles. Many narrow but fertile valleys are enclosed by the Appenines in their progress southward.

Italy is divided into nine Sovereign States, in most of which, with the exception of the petty Republic of San Marino, the government is vested in an absolute Monarch, and is exercised with the most rigorous despotism.

London to Italy, through France.—The following information will be useful to persons visiting Italy for the *first* time, as furnishing a programme of the most desirable *route*.

A Railway communication being now established between Paris and Marseilles, travellers may proceed, by rail and steam, all the way from London to Florence, viz.,—London to Dover or Folkestone, rail; Folkestone to Boulogne, steamboat; Boulogne to Paris, Chalons, Lyons, Avignon, and Marseilles, by rail; from Marseilles, steamboat to Leghorn, and rail to Florence. Persons preferring a land journey to Italy, instead of taking the boat at Marseilles, should proceed thence by diligence to Toulon, Frejus, Antibes, Nice, and along the coast of the Mediterranean to Genoa and Lucca. This *route* presents a magnificent scenery of wood and water, intersected by very fine roads.

From Lyons, the traveller may proceed by rail to St. Jean de Maurienne thence by diligence over Mount Cenis, to Susa, from which place he may take the Railway to Turin, Arona, or Genoa. The views by this road are magnificent. The two finest roads in Italy are the Riviere de Ponente or Cornice Pass, from Nice to Genoa; and the Riviere de Levante, from Genoa to Lucca, both of which are on the banks of the Mediterranean, and daily traversed by good diligences.

MONEY EXCHANGE.

English currency not being understood in Italy, Napoleons and 5-franc pieces are the best coins, as they are known all over Italy.

Sardinia and Piedmont, Duchy of Parma. Same as France.

Lombardy.—The Lira Austrian or Zwanziger is the current silver coin, value about 8½d.; 100 Lira Austrian, are equal to 87 Francs, consequently a Napoleon is worth about 23 Zwanzigers; 20 Kreutzers or 100 Centesimi, are equal to 1 Austrian Lira or Zwanziger; 3 Zwanzigers equal to 1 Florin; 6 Zwanzigers equal to 1 Cour Thaler. The bills at the hotels are usually made out in French Francs.

Modena.—French, Sardinian, and Parmesan coins are current: the currency of the State, however, is the Lira of 20 Sous, subdivided into 12 Deniers; 100 Liras of Modena are equal to 38½ Francs, less a fraction.

Tuscany.—The accounts are kept in various ways; the legal currency is the Lira. 5 Liards are equal to 1 Crazia; 8 Crazias to 1 Paul; and 1½ Pauls to 1 Lira. The Crazia being an eighth of a Paul, is worth about ½d. English, and a Dollar, 4s. 5½d. An English sovereign is worth about 46 Pauls, or 30 Lira; the Napoleon is worth about 36 Pauls, or 24 Lira. The larger silver coins are the Colonata or Spanish Dollar (common throughout Italy) and the Roman Dollar, worth each 10 Pauls; the 5-Franc-piece is equal to 9 Pauls.

Lucca.—Accounts are kept in Lira, Soldi, and Denari. The Lira is equal to 75 Centimes, or 7½d.; 12 Denari equal to 1 Soldo; 20 Soldo equal to 1 Lira.

States of the Church.—The current coin of the country is in Bajocchi, Pauls, and Scudo. 5 Quattrini equal to 1 Bajocchi; 10 Bajocchi equal to 1 Paul; 10 Pauls equal to 1 Scudo. A Napoleon is worth 3 Pauls; a Sovereign about 45 Pauls. A Bajocchi is worth about a ½d.; a Paul = 5½d.; a Scudo = 4s 3½d Paper is taken at the price marked, or rather, it is no longer at a discount, as the Government are buying it up.

Naples.—The coinage here is in Grani, Carlini, and Ducats. 10 Grani are equal to 1 Carlino; and 10 Carlini equal to 1 Ducat. The Scudo or Piastra, is here worth 12 Carlini; a Grana is worth rather less than a ½d.; a Carlino, 4d.; a Ducat, 3s. 4½d.; a Piastra, 4s. The latter coin is marked 120, being that number of Grani, and is in general use.

Luggage.—The Luggage is opened on the Tuscan Frontier; it is advisable to get it *plombé*, as it saves trouble on entering Florence.

Servants are now charged for in the Bills throughout Italy; in Lombardy, 1 Zwanziger; Tuscany, 1 Paul; Papal States, 2 Pauls; Naples, 2 Carlini.

Waiters.—The Waiter at an Hotel is called "Cameriére," and at a Café, "Bottega."

Passports.—See pages XXXIII to XXXVIII. At Palanza, on the western shore of the Lago Maggiore in the Sardinian dominions, there is a resident Austrian Consul; travellers for Italy can obtain the *visa* to their passports.

Frontier, and Custom House.—In the Papal States the Custom House regulations are less severe than in the other *States* of Italy, and a small fee of a couple of Pauls will save the traveller much inconvenience. As books are the particular object of enquiry, caution should be observed in their selection.

Travellers on the shores of the Lago Maggiore should be apprised that the eastern side being within the Austrian dominions, and the western being part of the Sardinian dominions, baggage and merchandise on being landed at Intra and other places on the western shores, is liable to be searched and duty levied. Horses, as likewise articles of plate, are treated as merchandise, and are charged with a high duty—as much as 33 francs per horse being levied. This duty, however, is returned at the frontier town on quitting the Sardinian dominions—as, for instance, at the foot of the Simplon in taking that route.

DESCRIPTIONS, &c., OF TOWNS.

Acqui.—*Stat.*—8,300.

An ancient city situated on the right bank of the Bormida, and celebrated for its warm springs, which are efficacious in the cure of gout, rheumatism, paralaysis, contractions of the limbs, &c. The Duomo, or Cathedral, is the only building worthy of notice; it is a noble edifice of the 12th century. There are numerous Roman antiquities here, among which are the remains of an aqueduct, several reservoirs, &c.

CONVEYANCES.—Railway to Alessandria, Arona, &c. See page 162.

Alessandria.—*Stat.*—INN:—ALBERGO NUOVO.

An ancient city situated near the confluence of the Tanaro and the Bormida, the most remarkable monument of the Lombard League, once so powerful and so memorable. Its very strong and modern citadel is the most prominent and interesting object to be visited. Alessandria has a fine Railway station.

CONVEYANCES.—Railway to Turin and Genoa. See page 158. To Arona, see page 163.

Ancona.—HOTELS:—Hotel Royal; de la Paix; and Grande Bretagne.

Ancona is a city and seaport town of the Roman States. It is an episcopal see, and is built in the form of an amphitheatre, on the slope of two hills rising from the shores of the Adriatic, 132 miles north-east of Rome. It is a busy commercial town, in which is erected a citadel. Ancona also possesses a very fine harbour and quay; the former is formed by a pier 2,000 feet in length, 100 in breadth, and 65 above the water, having at its extremity a lighthouse with a revolving light at the end. Its population is about 35,000, a large proportion of which are Jews, Greeks, and Moslems. It is divided into two portions—the Citta Vecchia and the Citta Nuova. The former occupies the highest grounds and is inhabited by the poorer classes; the latter is situated in the lower slopes, and along the shores of the sea. The city contains some fine buildings, but they are badly arranged. It contains a famous port; it has two moles—one erected by Trajan, and the other by Clement XII. The triumphant arch of Trajan, which has been pronounced the finest marble arch in the world, is worth attention. Within the harbour is the lazaretto, built in the form of a pentagon by Clement XII. in 1732, and completed by Vellctellin. Travellers landing at this lazaretto from the Levant or Greece, may shorten their quarantine by going through the *Spoglio*, or Bath, as it is called.

CONVEYANCES.—A diligence leaves Ancona for Rome on Tuesdays at noon, and on Saturdays at 9 p.m.; and for Ferrara and Bologna on Tuesdays at noon, and on Saturdays at midnight.

STEAMERS, see page 182.

Arona.—*Stat.*—2000.—HOTEL:—
HOTEL ROYAL.
HOTEL D' ITALIA.

Situate on the Lake Maggiore, 30 miles N. W. of Milan. It is a small, but well-built commercial town, and possesses a ruinous castle; but is more particularly renowned for a large statue of San Carlo Barromeo, raised by the inhabitants of Milan in 1697.

CONVEYANCES.—Railway to Alessandria, see page 163. Diligences, p. 215; Steamers, p. 182.

Asti.—*Stat.*—INN: ALBERGO REALE.

A city of ancient celebrity, with a population of 22,000, situated near the confluence of the Borlora and Tanaro, surrounded by picturesque risings and hills. It has many churches, none of which are particularly remarkable.

For Railway, see pages 158 and 159.

Bassano.—HOTELS:
LA LUNA and ST. ANTONIO.

12,000 inhabitants. Here are manufactured the fine Italian straw-hats; there is a very fine bridge over the Brenta. In the house of the great sculptor Canova, are preserved many treasures of art, and

his birth-place, Posegno, about a league distant, is seldom left unvisited. Many pictures here by Bassano. Beautiful environs.

Baveno.—Hotel:—

De la Poste, close to the lake. Hotel la Porte.

A small village on the Lake Maggiore, of no importance but as a posting station on the road to Milan, and from its proximity to the Borromean Islands. The Isola Bella is about half an hour's row from Baveno. On this island the Palace and Gardens of the Count Borromeo are situated, and liberally shown to strangers. The gardens are raised on terraces cut out of the solid rock, and, at immense cost and labour, transformed into a prolific soil, teeming with aromatic odours of oranges, citrons, and tropical plants in the open air. The Isola Madre is also well worth visiting.

After visiting the Islands, the boat should be taken to Palanza, one of the calling places of the steamer which navigates the lake daily, from Magadino, at the northern or Swiss end, to Sesto Calende, in the Austrian territory, at the south, from which there is a conveyance to Milan.

Travellers returning to Switzerland can procure tickets on board the steamer in correspondence with the diligences from Bellinzona, by the St. Gothard Pass, as far as Flueelen and Lucerne, or by the Bernardino Pass and through the Via Mala, as far as Zurich. Passengers are landed at Locarno, and conveyed at once to Bellinzona, to await the arrival of the diligences from Milan.

Bergamo.—*Stat.*—36,000.

Chief town of the province of the same name, and is divided into an upper and lower town, the latter, called the Borgo of Santo Leonardo, being the city proper. Its situation is remarkably beautiful, and the surrounding country furnishes some of the most delightful excursions to be found in Venetian Lombardy. The buildings worthy of notice are the Cathedral, which is a well built edifice, with a fine cupola, and contains a number of fine Bergamasc paintings; the Palazzo Vecchio, or Town Hall, with the statue of Tasso: the church of Santa Grazia, rich in decorations; the church of Santa Maria Maggiore, built of black and white marble, with a beautiful porch in red and white marble; the interior is very elaborate, and adorned with medallions and statues of Roman emperors

There is a large fair held here, which attracts crowds from all parts of Italy, not only for business but for pleasure. The fair is held in a huge building of hewn stone, enclosing six hundred shops, ranged round a *Place* adorned with fountains. It commences on St. Bartholomew's Day, and continues for a fortnight

Conveyances.—Railway to Milan, Camerlata, Verona, Padua, Venice, &c., see page 166.

Bologna.—Hotels.—La Pension Suisse; St. Marc, and La Pélérin.

Bologna, the capital of the most important Legation of the Holy See, is a city of two miles in length by one in breadth, and is divided into four quarters. It is entered by twelve gates, and contains a population of 71,500 inhabitants. The people of Bologna are remarkable for their intelligence and agreeable manners, as also for the independence of their opinions. The aspect of the town is gloomy and antique; the streets are irregular and narrow, whilst the thoroughfares and arcades are broad and noble. The events of 1848 will long continue to make Bologna remarkable. In 270 it was an Episcopal see, and was afterwards raised, by Gregory XIII, to the dignity of an Archiepiscopal See. It has given six Popes to Rome, and nearly 100 cardinals. The School of Bologna has also given many illustrious names to the arts, among whom is Oderigi di Gubbio, immortalised by Dante; it also produced the 2 Francias, 3 Caracci, Guercino, Domenichino, Albani, Guido, Lanfranco, Pusinello, and Cignani. The Academia delle Belle Arte is a noble institution, and well worth a visit.

Bologna is also the seat of an University, founded in 1119 by Wernerus, called "Luvena Juris;" it will well repay a visit, particularly the museum of Anatomy, and Cabinet of Natural Philosophy, and the University Library which contains many very valuable manuscripts.

The University has had three or four illustrious *female* professors.

Objects of Interest.—Piazza and Fontana del Gigante, Palazzo, Publico, del Podesta, di Branchi, Albugati, Aldrovandi, Arcovizcovile, Bacchiochi (Palladio), Bertivoglio, &c.

Churches.—This city contains 100 churches, all remarkable for their noble architecture and magnificent paintings; its piazzas are remarkably beautiful, and the two leaning towers, though greatly inferior to the one at Pisa, are well worthy of notice. The environs of Bologna are picturesque and elegant, and the Cemetery worth a visit. The Bolognese dialect is the most puzzling and corrupt, but in both the arts and civilization Bologna stands pre-eminently among the first of European cities.

Conveyances.—Railway to Parma, Modena, and Piacenza, see page 168. Diligences, see page 218.

A Diligence plies twice a week between Rome and Milan, and the journey occupies ninety hours. The Courier is most certain. A procaccio passes twice each week, by the canal Naviglio, between Bologna and Ferrara.

Bormio (German, *Worms.*) — Inns: — La Posta; Das Lamm; Hotel La Porta.

The best accommodation is to be had at the baths, about two miles higher up the valley.

Most beautifully situated in the north-east corner of Italy, on the borders of Tyrol, containing 1000 inhabitants. Travellers wishing to see the Val di Sole and Val di Annone (Non Thal), must proceed to St. Catarina, and then ascend (on foot) Monte Gavia, for which a guide must be procured. On arriving at Cles, conveyance can be had to Trient and Bozen.

Conveyances to Colico and carriages may be hired to Prad, Meran, and Mals, over Monte Stelvio (the Wormser Joch) connecting Italy with Tyrol, and which is 9,700 feet high. The distance from Bormio to Prad is about 38 English miles, and occupies from ten to twelve hours. On the summit of the Pass is a place of refuge, which is the highest habitation in Europe. The view of the Ortler Spitz,

(14,400 feet above the level of the sea), from this point is exceedingly grand.

Brescia.—*Stat* —35,000.

A large and flourishing city, capital of the province of the same name, situated in a fertile valley, and, notwithstanding its numerous misfortunes, appears very prosperous. Brescia is rich in Roman antiquities, and within the walls of an ancient temple dedicated to Vespasian, a museum has been established for the reception of the precious remains. The objects of attraction are the Palazzo della Loggia, or Town Hall, entirely built of marble of the richest description, and covered with sculpture, in the interior are some fine paintings. The Duomo Vecchio, containing some fine paintings by Moretto and Romanini. The Duomo Nuovo, or new Cathedral, is a noble building entirely of marble, and contains some very fair pictures. The church of Santa Afra, built upon the site of a temple of Saturn, is very rich in paintings, containing some of the best work of Titian, Paolo Veronese, Tintoretto, Bassano, and others of less note; there are also some fine frescoes. In addition to the churches above mentioned the following contain works of great merit, and are all worth visiting:—San Francesco, San Nazario e Celso, San Domenico, San Barnabo, St. Agata, San Giuseppe, San Giovanni Evangelista, San Faustino Maggiore, San Pietro in Oliveto, San Clemente, San Faustino in Riposo, Santa Julia, San Carlone, La Misericordia, Santa Agnesi, Santa Croce, La Madonna al Mercato di Lino. There are some excellent private collections of pictures which should be visited; the principal are the Galleria Averoldi, Galleria Lecchi, and Galleria Tosi. In these galleries will be found specimens of Raphael, Vandyke, Salvator Rosa, Wouvermans, Poussin, Titian, Paul Veronese, Tintoretto, Teniers, Canova, and a host of others. The traveller should not neglect to visit the Corso del Teatro, the whole of the houses in the street are painted with a series of mythological and historical subjects.

Conveyances.—Railway to Bergamo, Milan, Camerlata, Verona, Mantua, Padua, Venice, &c, see page 166.

Capua.—*Stat.*—16 000.

A fortified archiepiscopal city of Naples, in the Terra di Lavoro. It is situated about a mile and a half from the ancient Capua, and built from its ruins. No town in Italy with the exception of Rome, is so rich in Roman inscriptions. The Cathedral, and the Church of the Annunciation are worthy of attention. At ancient Capua there are the remains of an amphitheatre, built of brick and white marble, and of four orders of architecture, in very tolerable preservation. From the summit there is a delightful view extending to Vesuvius.

Conveyances.—Railway to Caserta, Naples, &c., see page 171.

Castellamare.—*Stat.*—15,000.

A watering place, much frequented for its sea-bathing, and its sulphurous ferruginous springs, beautifully situated on the Bay of Naples at the foot of a wooded hill. It has a cathedral, royal palace, dockyard, barracks, &c., but nothing to interest the traveller beyond its beautiful scenery, pure air, and baths. The waters are efficacious in cases of dyspepsia, weakness of the stomach, obstructions, &c.

Conveyances. — Railway to Pompeii, Naples, Cava, &c., see page 170.

Civita Vecchia.—*Stat.*—Hotel—Orlando's.

The above city is the sea capital of the Papal states, and is the portal through which the generality of travellers enter into Southern Italy: steam navigation has raised it from insignificance to importance as a seaport. The fine line of steamers plying between Marseilles and Naples regularly touch here, and contribute greatly to its importance and prosperity. Its commercial character possesses some interest, it being the place from which are shipped the exports of the other "states," a large proportion of which are shipped for England. The above line of steamers, together with the French Government Packets, afford great convenience to parties proceeding to Malta and the Levant, and have brought London and Rome within a journey of ten days, making Civita Vecchia the grand point from which a rapid transit may be made to any part of the Mediterranean. Travellers are not permitted to land here until the passports and ship's papers are shown and examined. The traveller on landing is beset with *facchini*, or porters, and should take care to make his arrangements before leaving the vessel. Civita Vecchia is remarkable for its port, which is called "Trajani Portus." It is the capital of the smallest of the Delegation of the Ecclesiastical States, embracing a superficial extent of sixty square leagues, containing a population of 19,500 souls, 6,900 of whom live in the town itself. Leo XII. erected it into an Episcopal See in 1825, and created Cardinal Pacca its first Bishop. It is now connected with the diocese of Porto and Sta. Rufina. Three miles distant from Civita Vecchia are situated the Bagni di Ferrata mineral springs, called by Pliny "Aqua Tauri." At Tolfa, fifteen miles distant, are the alum works, yielding a considerable revenue to the government. The ancient Etrurian cities can be easily visited from this port. In the Town Hall is a small gallery of Etruscan antiquities, viz., sarcophagi, female heads, &c.

Conveyances.—Railway to Rome, see page 169. For Steamers, see page 186.

Como.—*Stat.*—Inn:—Angelo.

Inn Corona.

Is an ancient town, formerly of considerable importance, and containing a population of 26,000. It now enjoys a considerable trade in silks, woollens, cotton, yarn, and soap. Its objects of attraction are the Cathedral, the Broletto or Town Hall, the Theatre, the Piazza Volta, and the Gateways of the city. The *Lake of Como* is exquisitely lovely, particularly the south half—good steamers.

Conveyance.—Railway to Milan, see page 167; for Diligences, see page 222.

Pariola.—A small village with a good and clean hotel lately opened, affords an opportunity for stopping between Domo-d'Ossola and Sesto Calende instead of at Baveno as formerly.

Ferrara—Hotel

Hotel de l'Europe.

Tre Mori.

Ferrara is the capital of a delegation of the same name, in the Roman States. This city was once the residence of a court celebrated throughout Europe; but grass now grows on its pavements, whilst its magnificent palaces are deserted and crumbling into atoms. The chief interest of Ferrara arises from its connexion with the House of D'Este, from which the House of Brunswick and the royal family of England trace their direct descent. Ferrara was once famous throughout Christendom for its university, within whose walls so many English students were collected as to form a distant nation in that learned body.

The School of Ferrara, founded and patronised by the D'Este family, boasts of many illustrious names in all departments of the arts and sciences. It cherished a series of poets, from Ariosto and Bogardo down to our times. Ferrara is also remarkable for the impulse which it gave to the Reformation. It also afforded an asylum to Calvin, to Marsh, to the Duchess of Venice, the noble-minded daughter of Louis XI., and the wife of Ercole I.

The public buildings worth visiting are its Cathedral, and Churches of S. Francesco, S. Benedetto, S. Paulo, S Domonico, S. Andrea, Campo Santo and others, its castle, formerly the Ducal Palace, now the residence of the Cardinal Legate; its Gallery of Pictures, lately transferred to the "Pinacothua," one of the most beautiful palaces of Ferrara. This gallery contains many excellent paintings worth the traveller's notice, particularly Garafalo, the Agony in the Garden; the Nativity, by Bastiamno; Dosso Dosse, Noah's Ark, and the Fall of Macina, by Agostino Caracco.

The Palazzo del Magistrato, in a hall of which is the Ariostean Academy, the *studio publico*, or Schools of Medicine and Jurisprudence, containing a rich cabinet of Medals, and a collection of Grecian and Roman inscriptions and antiquities; amongst which is the celebrated Sarcophagus of Aurelia, Eutychia, wife of P. Rubens. Its chief interest is in the public library, containing 80,000 volumes, and 900 M.S., among which are the Greek Palempsists of Gregory, Nazeander, St. Chrysostom: some manuscripts of Ariosto and Tasso; together with the former's arm-chair of walnut wood, the beautifully executed medal bearing his profile, which was found in his tomb, and his bronze ink-stand, and the Piazza d' Aristir. The most interesting object in Ferrara is the Cell—the hospital of St. Anna, shown as the Prison of Tasso. It is below the ground floor, and lighted by a grater window from the yard. On the walls of Tasso's prison are the names of Lord Byron, Lamartine, &c. The theatre and Citadel are also worth attention.

Florence (*Italian*, Firenze.)—*Stat.*—(*With Map in Special Edition.*)—Hotel:—

Grand Hotel New York, Lungo L'Arno, a [illegible] house, fitted up in the English style, for [illegible] and gentlemen.

Hotel de la Pension Suisse, is a very respectable establishment, and can be strongly recommended.

Grand Hotel de la Ville de Florence.—A new Hotel on the German system, most comfortable in every respect, and the prices are reasonable. Landlord, Mr. Lodomez.

Grand Hotel de la Victoire, Victoria.—An excellent first-rate Hotel, admirably situated on the Lungo L'Arno.

Hotel d'Yorke, near the Cathedral, in a central situation, is a well conducted house.

The journey from Florence to Rome can be made by Sienna in 23½ posts, or by diligence, which performs the journey in 36 hours. The courier's carriage is still more expeditious, but the vetturini require five or six days. Post horses accomplish the journey in four days, giving plenty of time to visit Sienna and making Radicofani and Viterbo the sleeping places between Rome and Sienna.

Florence is the capital of Tuscany, contains a population of 106,899 souls, and is remarkable for the beauty of its site and position. The picturesque grandeur of its buildings, its wooded plains, sloping hills, and majestic mountains, can be seen to great advantage from the Boboli gardens, from the Church of San Miniato, and from the Bello Sguardo, a hill whence a fine view may be obtained. Galileo's villa is at some little distance, near the hill of Arcetri. In general, the streets are narrow, its palaces are noble in their architectural beauty, grand design, and exquisite execution.

Modern Florence is built like a pentagon. It contains a very fine cathedral, called Santa Maria del Fiore. It was commenced in 1298 by Arnolfo di Lasso, whose design may be seen in Muro's fresco, on the east wall of the chapter-house of Santa Maria Novella. The walls of the cathedral are almost entirely cased with marble. It is 454 feet long and 387 feet high; the transept is nearly 334 feet long, the height of the nave 152 feet, and that of the side aisles 96½ feet. Many architects of great talent were employed in carrying out the erection, among whom were Giotto, Taddeo Gaddi, Andrea Orgagna, Filippo di Lorrenzo, and Brunelleschi, to whom its completion was entrusted. In 1558 it was destroyed by the Provedotore Benedetto Ungucionio, who so defaced it, that not a slab or a column was left entire; and the traveller may now see Giotto's façade, in the back ground of a lunetto in the outer cloister of St. Marco. The re-building was commenced in 1420, and entrusted to Brunelleschi, who, before his death, in 1446, saw the cupola all but finished. This cupola is octagonal in the plan, and is 138 feet 6 inches in diameter; this served as a model for Michael Angelo, for St. Peter's. The best view of it is obtained from the south-east; and the traveller should go up the dome rather than up the campanile, as a better view can be obtained by his doing so. Over the first door on the north side there are statues attributed to Jacopo della Quirini; and over the second is an "Assumption," by Nani d'Anton di Banco, called La Mandoria; beneath are two small statues by Donatello: and in the limette is an "Annunciation," by Dont Ghirlandaio; on the south side, the Madonna over the door is

attributable to Niccolo Aretino, and that over the other door to Gio Pisano.

The small dimensions of the windows, and the rich colours of the glass, cause the interior to look sombre and gloomy. The arches, though pointed, are not truly gothic. The pavement is tesselated with red, blue, and white marble. The stained glass is said to have been executed by a Florentine artist, Domenico Lisi di Gambrasin, in 1434. Above the side door in the west, to the north of the principal entrance, is the monumental fresco painting of Sir John Hawkwood. The tomb of Balthasar Cossa (John XXIII., 1419) is in the Baptistery, and deserves notice. The White Marble Tabernacle, in the Church of Or'San Michell, constructed for holding the miracle-working picture by Orgagna, and surmounted by the statue of St. Michael, is worth the traveller's inspection.

The church of Santa Croce, belonging to the Black Friars, will repay a visit—it is called the "Westminster Abbey" of Florence. The principal other churches worth visiting are, Santa Maria Novella, San Lorenzo, which contains the Laurentian Library, designed by Michael Angelo; and Michael Angelo's Sacristy, being the tombs of the Medici, and the celebrated Statue of Day and Night; the church of San Marco, the Annunciation, and Santo Spirito. The Florentine Palaces will also interest the traveller, among which is the Palazzo Vecchio. In this city are two markets, the Mercato Vecchio, and the Mercato Nuovo, which stand in the very centre of the Primo Cerchio Among the *public* buildings are, Casa Bounarotti, in the Via Ghibellina, the house of Michael Angelo, one of the most interesting objects in Florence. The Cas Martelli, &c. The Galleria Imperiale e Reale, on the upper floor of the Uffizi, is open to the public every day, except Sundays and holidays, between the hours of 9 a.m. and 3 p.m.: in its vestibules and galleries is the richest and most celebrated collection in the world. The Gallery of the Palazzo Pitti is open to the public every day except Sundays and holidays, between 10 a.m. and 3 p.m. The two galleries contain perhaps the richest and most celebrated collection of statues and pictures in the world. On the second floor of the Uffizi is the Magliabechian Library, of which Bosari was the architect: it is so called from its founder, Antonio Magliabecchi. This library, contains 150,000 volumes, besides 12,000 manuscripts, including one of Tasso, several of Machiavelli, and of Gallileo. The Laurentian Library contains 9,000 manuscripts, including the Pandects, a manuscript of Virgil, two of Tacitus, one of Plutarch, the Decamerone, and several by Dante. The Ricardi Library contains 23,000 volumes and 3,500 manuscripts. The Marnulli contains 45,000 volumes.

Among the places worth a visit in the environs of Florence, are Porta Alla Croce, Poggis Imperiale La Certosa, in Val d'Emo, and the Sanctuaries of Valambrosa, which are 18½ E. M. from Florence.

POST OFFICE.—A letter from Florence to London takes seven days in transmission.

DIVINE SERVICE is performed twice each Sunday, by the Rev. H. O'Neill, in the new English Church, situated in Val Maglio, behind San Marco.

The Presbyterian Service is performed on Sundays in the morning in French, by the Rev. A. Schaffter: and in the afternoon, at 3 o'clock, in English, by Rev. John R. M'Dougall, M.A., late of Brighton, at the Swiss Church, opened next the Casa Schneiderf, on the Lung Arno.

BRITISH AMBASSADOR — Right Honourable the Marquis of Normanby.

BANK, GENERAL AGENCY AND EXCHANGE OFFICE. Tea Warehouse, &c. Mr. J. H. Brown, Piazza, Santa Trinita. The highest exchange given. English money. Circular notes, &c.

ENGLISH PHYSICIAN.— Dr. Wilson, licentiate of the Royal Colleges of Physicians of Surgeons of London and Gottingen, late physician to a metropolitan hospital, and Physician to the British Legation at Florence, No. 4190, Via Tornabuoni, over the English Chemist.

ENGLISH AND AMERICAN BANKERS.—Maquay and Pakenham, 4182, Piazza St. Trinita, correspondents of the Union and other Banks of London, of Messrs. G. Peabody & Co. and other American Bankers. Always give a liberal exchange.

STATIONER, PRINTSELLER, and DEPOT FOR GUIDE-BOOKS, MAPS, &c.— Edward Goodban, No. 4183, Via Legnaloli. Depôt for Bradshaw's Guides, &c.

CONVEYANCES.—Railroad to Leghorn and to Sienna, on the road to Rome, see page 168. To Pistoja, see page 169. Diligences, see page 225. Steamers from Leghorn to Genoa and Marseilles, Civita Vecchia, and Naples, see page 195.

Frascati.—*Stat.*—5000.

A beautifully situated town of the Campagna di Roma, seated on the Alban hills, and built on the ruins of Tusculum. It is a favourite resort of the Romans during the summer months, and much frequented by English families for its beautiful scenery and its salubrious climate. In its neighbourhood are some of the most magnificent villas in Italy. The most splendid of these villas are the Aldobrandina, Montalto, Taverna, Ruffinella, and Mondragone.

CONVEYANCES.—Railway to Rome and Marino, see page 170.

Genoa (*Italian*, Genova.)—*Stat.*—(*With Map in Special Edition.*)—HOTELS.—

HOTEL DE LA CROIX DE MALTE. An excellent first-rate house deservedly recommended.

HOTEL DE FRANCE, very good, comfortable, well situated and moderate charges.

HOTEL ROYAL, clean, comfortable, and exceedingly moderate; fine views of the Bay. Madame Parola, the proprietress is English.

HOTEL FEDER—a first-rate house and highly recommended. The proprietor, Mr. Feder, keeps hotels of the same name at Turin and Nice.

Genoa, called "La Superba," is the chief port of the Sardinian states, containing a population of 144,000. Genoa is like Bath, very up and down. It is remarkable for its palaces, and looks like a city of kings. The Palazzo Doria Tursi, in the Strada Nuova, late residence of the Queen Dowager, and afterwards the Jesuits' College; the Palazzo Leira, the Palazzo Spinola, and the Palazzo Palavacino, No. 327, Strado Carlo, attract attention. It is called Palavacino, or "Strip my neighbour," from the family name. The Cathedral of St. Lorenzo is a noble pile, and was built in the eleventh century. The columns of its portals were taken from Almeria as part of the spoils won at the capture of the city. The curious pilasters of the door on the north side of the church, are worth attention. The richest portion of the church is the chapel of St. John the Baptist, into which no female is permitted to enter except on one day of the week, an exclusion imposed by Pope Innocent VIII. The best of the churches worth visiting are the Cathedral, *St. Annunciata*, and St. Maria Carignano. From the summit of the latter there is a good view of the town, very picturesque port, with its fortifications and lighthouse, and of the Mediterranean sea. The Palazzo Rossi, and the churches "San Ambrosia" and "L'Annunciata," will be found the most interesting. The Academia Lefrestica delle Belle Arte is worth a visit. It is situated in the Piazzo Carlo Felice, close to the theatre. Genoa, and the numerous beautiful villas covering the hills about it, are seen to the greatest advantage from the entrance to the harbour. The climate is one of the worst in Italy. Asses and mules are numerous. There is a wonderful arched promenade along the quay. The universal stone here is marble. Genoa manufactures filagree silver articles peculiar to itself

English Consul, M. Y. Brown, Esq.

Bankers, Messrs. Gibbs.

Physician, Dr. A. Millingen, 664, Strada Carlo Alberto; S. Tomaso, 3, Piano.

Vetturini are plenty and good, and ply in the Piazza della in Pazo.

Post Office is situate in the Piazza del Fontane. Letters arrive daily, and are distributed at 9 a.m. Boxes close for English letters, &c., at 2 p.m

English Church.— The Rev. A. B. Strettell officiates at the English church, where service is regularly gone through on Sundays.

Conveyances.—See table-pages 158 and 159. Diligence to Nice, daily.

For Sailings from this port refer to Alphabetical List of Steamers, page 190.

Leghorn (*Italian*, Livorno)—*Stat.*—Hotels.—

Hotel des Deux Princes, on the Piazzi del Grand Duchi, an excellent, well conducted, good house, highly recommended.

Leghorn is the commercial capital of Tuscany and one of the most improving towns on the Continent of Europe. It is a free port, and the great emporium of the foreign goods and manufactures required for the consumption of the Grand Duchy. The squares are spacious, the streets regular, well paved, and lighted with gas, with wide and convenient foot-paths on either side. The air is pure and salubrious, the heat of summer and the winter cold being tempered by the sea-breeze. Leghorn is the favourite resort of the rank and fashion of Rome Florence, Bologna, Sienna, &c. in the summer season, the influx of strangers frequently amounting to 20,000 persons. The Strada Ferrata Leopolda or Leopolda Railway affords the greatest facility for visiting Pisa, Lucca, Florence, Sienna, &c., see our railway table. The Government are now at a great expense, enlarging the port to accommodate the increasing trade of the place; and to those unacquainted with the same, it would be difficult to convey an adequate idea of the enjoyment of a sail at sunset under an Italian sky among vessels gay with the flags of almost every nation of the globe.

The marble group on the quay is a good piece of statuary. The English Cemetery contains monuments to Smollet, Francis Horner, &c.

Travellers will do well to provide themselves here with whatever specie they are likely to require. The foreign goods for the supply of all Tuscany and the Papal States are imported and paid for by Leghorn, consequently a much better exchange will be obtained on circular notes, letters of credit, &c., than at Florence, Rome, or other inland towns which have no direct trade with England, France, or the United States, nor any occasion to make remittances to those countries.

British Chapel, beside the old English cemetery, Chaplain, Rev. H. Huntington, Service at 11 o'clock and in the afternoon.

Scotch Presbyterian Church, beside the old English cemetery, Minister, Rev. Dr. Stewart, Service at 11 o'clock, and at 6 p.m.

Passport Office, No. 1, Via della Maddelena.
English Consul.—T. Yates Brown, Esq.
American Consul.—J. A. Binda, Esq.; Via Goldoni.

English and American Bankers.—Messrs. Maquay, Pakenham, and Smyth, Offices,—7 and 8, Via Borra; correspondents of the Union and Oriental Banks, and of the principal Bankers of London; also of Messrs. George Peabody & Co., and other American Bankers in London; and Messrs. Duncan, Sherman & Co, of New York, &c.

Conveyances.—Railroad to Pisa, Pontedera and Florence, see page 168. Steamers almost daily, during the season, to Civita Vecchia, Naples, and Sicily, Genoa, Nice, and Marseilles, see page 195,

Lucca.—*Stat.*—22,550.—Hotels:—

Hotel de l'Univers, a new inn on the Piazza Ducale, near the Railway, good, clean, and commodious, with moderate charges.

The city of Lucca is the capital of the Duchy, and has the appearance of considerable commercial and manufactural activity. Situated on the banks of the river Serchio in a fertile plain and beautiful valley, it is encompassed by an amphitheatre of hills, which are covered with olive trees. The town is surrounded with ramparts, laid out in

pleasant walks, planted with trees, whence some of the finest views may be obtained of the city, the exquisite valley of Serchio, and of the Appenines.

The principal objects to be seen in Lucca are remains of a Roman amphitheatre, and theatre; the dome, or cathedral; the inlaid work of the fine facade and portico. Inside, the painted roof and frescoes; the mosaic pavement representing the judgment of Solomon; the stained glass windows; and lastly, the several fine paintings and beautiful works of art. The most remarkable of the churches is that of San Romano, containing the magnificent picture by Fra Bartolomeo, called the "Madonna della Misericordia," an exquisite and wonderful painting; and also the "St. Mary Magdalene," by the same master, both of these paintings are masterpieces of incomparable beauty.

Baths of Lucca—about fifteen miles from Lucca—are situated in one of the finest of the Tuscan valleys, and are justly celebrated for the beautiful scenery by which they are surrounded. Picturesque villas and villages adorn the valley and mountain sides, and excursions may be made among the luxuriant hills in every direction.

There are five Bath Establishments; a bath costs two pauls, and a small gratuity to the attendants. This favourite resort is one of the coolest and most agreeable summer residences in Italy. An English Church is built here. Gregory's Pavillon Hotel kept by Mrs. Gregory Mons is highly recommended for its English comfort and good living.

Lugano.—Capital of the Canton Tessin, beautifully situated on the lake. Population 5000.

The lake of Lugano is about 14 miles in length, of an irregular shape, and about a mile to a mile and a half in breadth. The end towards Potezza is the most mountainous. A steamer plies regularly twice a day between Lugano and the two extremities of the lake, and there are diligences twice a day to Bellinzona and Como, and once a day to Luino, (2 hours drive) on the Lago Maggiore, where the steamers touch regularly four times a day, in ascending and descending. The view from Monte Salvadore is remarkably fine, but the ascent is very fatiguing.

There is service according to the rites of the church of England every Sunday in the Chapel attached to the Hotel du Parc.

Magadino.—Lago Maggiore.—This town is becoming of considerable importance tance from its central situation at the mouth of the Ticino. It is one of the most picturesque spots on the route from Bellinzona to Milan.

The steamer starts from Magadino, early in summer, down the Lago Maggiore to Arona, and Borromean Islands, returning in the evening.

Mantua—30,000—*Stat.*—Hotels:—

Hôtel du Phenix et de la Croix Verte.—Proprietor, Mr. T. Pinelli Trevisani. Several diligence offices in the hotel.

Tonda and Aquila d'Oro.

Is a city of Austrian Italy, and the capital of a province of the same name. It is located on an island in the middle of a lake 20 miles in circumference, and two in breadth, and possesses one of the strongest fortresses in Europe, with a ducal palace. The streets are regular and spacious. The cathedral is a noble building, and contains some famous paintings, by celebrated masters. In the Church of St. Frances are some very interesting relics, which the piety or superstition of the people connected with miraculous cures, &c.

Conveyances.—Railway to Verona, page 166; Diligences, page 232.

Mentoni.—Hotels.

Victoria, and Hotel Turin.

This is a small town of 6000 inhabitants, on the Cornice road, about 5 leagues from Nice. It is situated at the base and on the slope of a projecting rock, between two small bays. This town is beginning to attract notice as one of the best winter residences on the shores of the Mediterranean. It is well sheltered and the scenery is very beautiful.

Physician.—Dr. Prytheck, from Hombourg.

English Chaplain.—The Rev. H. Morgan.

Milan (*Italian*, Milano.)—*Stat.*—(*With Map in Special Edition*).—Hotels—

Hotel Marino, 5, Rue Marino, an excellent and comfortable Hotel, most centrally situated. Mr. C. Guzzi, Proprietor.

Hotel de Grande Bretagne, a remarkable good house, gives general satisfaction.

Hotel de la Ville and Hotel Suisse—both good.

Hotel Royale.

Milan, founded by the Insubrian Gauls, is the chief city of Lombardy, and contains a population of 175,000 souls. It was sacked by Attila, A.D. 452, but its destruction was not effected until its surrender to Frederick I., 1162. The city was restored in 1167. Its restoration was effected by the combined forces of Cremona, Brescia, Bergamo, Mantua, and Verona. Milan fell again in 1535, under the power of Charles the Fifth, who fixed the succession of the Duchy in his nephew. The Treaty of Utrecht in 1713 handed Milan over to Austria. The city has ten gates, all identified with some traditionary recollection, and remarkable for their massive proportions and architectural designs. Several of the gates are fine, particularly Porta della Pace. The Duomo, called by St. Ambrose in his letter to Sister Marcellina, "The great new Basilica," is perhaps the finest in the world, St. Peter's at Rome, and St. Paul's in London, excepted, and should be ascended to the top. The different churches are likewise worth attention; among the foremost are the churches of the Porta Orientale, Porta Kosnana, of the Porta Tiernesse, &c. Leonardo da Vinci's celebrated picture of the Last Supper, in the refectory of the Dominican Church of Santa Maria delle Grazie, is worth visiting. Also the Amphitheatre (Etruscan), the Churches of St. Ambrose, (very ancient), and S. Lorenzo (octagonal), and the Columns of S. Lorenzo. The Ospedale Maggiore is a grand establishment for the sick. It was founded by Francesco Sforza in 1456. Milan is celebrated for its theatres, one of which, La Scala, was opened at the end of 1779. It has greatly fallen off since 1840, the Milanese nobility having ceased to visit it. Good Picture Gallery here. The climate in winter is cold and damp. The traveller will

and the drive from Milan to the Lakes of Como, Maggiore, Garda, and Lugano, very pleasant and agreeable, the country along being beautifully fertile, and embellished with neat villas.

ENGLISH BANKERS, Carli di Tommaso and Co., and Ulrich L'Brot.

ENGLISH CHEMIST AND APOTHECARY—Mr. C. Riva, Palazzi, near the Theatre, La Scala Milan. N.B.—At this address every English and foreign medicine may be obtained, and Prescriptions are most accurately prepared.

CONVEYANCES.—Railway to Monza and Como, also to Treviglio, (18½ miles) see pages 166 and 167. Diligences, see page 233.

Modena—30,000.—HOTELS:

SAN MARCO and REALE.

A fine episcopal city, delightfully situated between the Secchia and the Panaro, and capital of the duchy of Modena. The principal objects of interest are the Ducal palace, which is a remarkably fine edifice richly furnished, and containing some rare pictures; the Duomo, or Cathedral, a magnificent building of the 11th century, in the Lombard style, with a rare projecting porch, some remarkable sculpture, a curious screen of red marble, and some Roman inscriptions and tombs; it is also celebrated for its tower, called the Guirlandina, one of the highest in Italy, in which is preserved the wooden bucket which was the subject of the famous heroi-comic poem of *La Secchia rapita;* the church of St. Michele, containing some fine groups in terra-cotta. Modena also possesses a college, an academy of fine arts, and a library containing 100,000 volumes, and about 7000 manuscripts.

CONVEYANCES.—Railway to Bologna, Parma, and Piascenza, see page 168.

Monza.—*Stat.*—INN:—IL FALCONE.

An ancient city formerly called Modœtia, divided into two equal parts by the Lambro. Its principal buildings are the Broletto or Town Hall, the Cathedral, and the Palace. Fine Campanile.

For Railway, see page 166 and 167.

Naples (*Italian*, Napoli.)—*Stat.—With Map in Special Edition.*—HOTELS:—

HOTEL CROCELLI, one of the best in Italy for Families and Gentlemen. The upper rooms command fine views of the Bay and of Vesuvius

HOTEL DES ETRANGERS, good; the Landlady is English.

Victoria; Angleterre; Grand Bretagne, &c. The charges of these Hotels are complained of, and the drainage is not attended to as it ought to be.

Naples is the chief city of the Two Sicilies, with a population of more than 360,000 souls, and has a south-eastern aspect. There are five principal entrances; that by the Bridge de la Madeline, near the sea, is the most striking. Most of the houses are lofty and the streets narrow; but, with the exception of the Largo del Castello, in which are the palace and theatre of San Carlo, and of the open space in front of the Church St. Giovanni e Paulo, there are no spacious squares nor places. The aequeduct water is bad for drinking, but that of the city springs is good. The number of churches at Naples is 300, and those best worth a visit are the St. Giovanni and Paulo, the Santa Maria Maggiore, San Severo (remarkable statuary), San Francesco da Paolo, the Cathedral and the San Martino, the latter of which is extremely rich in paintings and precious marbles. The interior of the royal palace may be viewed by special permission, for which one or two dollars must be paid. The Museo Borbonico will repay a good many visits, it possessing, besides a picture gallery, the fresco paintings, mosaics, gold and silver ornaments, Etruscan vases, &c., discovered in the excavations of Pompeii and Herculaneum. The Albergo dei Poveri is also a fine establishment for paupers and orphans. The Royal Library is annexed to the Borbonico Museum and contains 250,000 volumes, besides more than 1700 papyri found in Herculaneum. The Brancacciana Library contains 50,000 volumes. Naples also possesses an institution called the Monte de Misericordia, founded in the year 1500. It affords fixed relief to the poor, pays the debts of deserving individuals, if not exceeding 100 ducats, and sends patients to the baths of Ischia. The environs of Naples cannot be surpassed for scenic beauty and delightful reminiscences. They are painted over Virgil's tomb, in the stupendous grotto of Pausilipo, and in the ruins of Pozzuoli. Lake Avernus, the classic shores of Baiæ and Misenium, the islands of Ischia, Procida and Capri, the coast to Castellamare, the orange groves of Sorrento, the fields of lava, and the streets of Pompeii, all afford to the traveller food for the most pleasing study and recollection. Fine view from Baiæ and Putcoli.

CABRIOLETS—Course, 12 gr.; 1st hour, 24 gr. 2nd hour, or part of it, 18 gr. CITADINES, course 15 gr.; 1st hour, 30 gr.; 2nd hour, 22 gr. Three lines of Omnibuses crossing the city, 5 gr.

BOATS.—Per day, four oars, 2 ducats (10 carl Seat in market boat anywhere, 10 gr.

OYSTERS.—From Lake of Fusaro, sold at stalls a Sta. Lucia, are a delicacy.

CAFES.—The price for a cup of coffee is 3 gr.; c chocolate, 6 to 8 gr. Breakfast, 2 to 3 carlin Mattoni (iced chocolate) is much used.

THEATRES.—San Carlo very large. Opera, pi 60 gr.; double on state occasions. Fiorentin drama, 30 gr. Nuova, opera buffa, 30 gr. Sa Carlino, Largo del Castello, Fantoccini, and Poli chinella (Punch), extremely popular, twice a day morning, 12 gr.; evening, 15 gr.

VIEWS OF NAPLES can be obtained at 32, Strad San Carlo and 10, Largo Vittoria. Largho de Mercuto very interesting, open on Mondays an Fridays. Largho del Palazzo Reale is very fine Many fountains worth notice. Villa Reale as promenade is unrivalled. Stradi Chiaja and Toled Museo open every day, fee for one person, Statuary 2 car.; Egyptian, 1 car.; Toro Farnese, 1 car. Gems, 1 car.; other cabinets, 1 car. Both gallerie of paintings, 2 car., only on first visits.

The ruins of Paestum may be visited in a day an a quarter, leaving by the railroad for Nocera at p.m. (one hour), then taking a carriage to Salerno sleeping there, and starting next morning at 5, in carriage, reach Pæstum at 9, remain three hours and return by same carriage to Nocera, in time fo the 7½ o'clock train to Naples. A most interestin excursion, the three most interesting and magni

ficent ruins, temples of Neptune, Vesta or Ceres, and Basilica being in a very fine state of preservation; they are supposed to be 4000 years old. Another delightful excursion is by railway to Castellamare (1 hour), and from thence to Sorrento by carriage along the side of the bay (1¾h); one of the most beautiful rides in the world.

A carriage from Salerno to Pæstum and back costs 4 to 5 ducats.

The 8th of September (the Nativity of the Virgin) is the greatest festival in the year, and travellers should make a point of being in Naples on that day, if they can conveniently do so.

The ascent of Vesuvius takes about five hours, to walk from the Railway at Portici and back to the same place; a guide costs about one piastra, and it is advisable to take refreshments with you.

BRITISH CHAPLAIN, Rev. G. Pugh.

BANKERS, Rothschild and Co.

CONVEYANCES.—Railway to Pompeii, &c., see pages 170 and 171. Steam—see Alphabetical list of Steamers, page 202.

Nice (*Italian*, Nizza.)—HOTELS:—

HOTEL DES ANGLAIS, 27, Promenade des Anglais, in a good situation, and commanding extensive views of the sea.

HOTEL D'ANGLETERRE Place du Jardin Public; a very good house, conducted by Mr. Palmieri;

HOTEL DE LA GRAND BRETAGNE, a first-class hotel, highly recommended: kept by Mr Brezzi, proprietor. See advertisement.

HOTEL DE FRANCE.—A first-rate hotel for families and gentlemen, deservedly recommended Mr. Feder, the proprietor, also keeps the Hotels Feder at Genoa and Turin.

In the duchy of Piedmont, situated at the foot of Mount Montalbano, with a fortified castle, and about 35,000 inhabitants, engaged in the preparation of silk, thread, perfumery, &c. The old town has few attractions, being dark and dirty; but the new portion is finely built. A beautiful view of Nice and the surrounding country is obtained from the top of the Chateau, situated at the back of the old town. The town and environs are highly celebrated for a pure healthy air, and great mildness of climate, even in the middle of winter; accounted for by the situation of the neighbouring mountains, which are connected with the Alps, and protect the country from storms. Donkeys are plentiful and cheap for the use of invalids, and there are a great many single and two horse carriages to be had at moderate charges. Large and small furnished apartments easily obtained.

For further details, we recommend our readers to the works of Dr. Edwin Lee's "Nice and its Climate, with Notices of the Coast from Hyeres to Genoa, and Observations on the Influence of Climate on Pulmonary Disease." London: W. J. Adams, 59, Fleet-street; Paris: Galignani & Co.

BRITISH CONSUL AND BANKER, A. Lacroix, Esq.

ENGLISH PHYSICIANS.—Dr. H. E. Page, 13, Quai Massena.

ENGLISH CHURCH,—Chaplain, Rev. Charles Childers, M.A. Service at 11 a.m. and 3 p.m. on Sundays, and at 11 a.m. on Wednesdays.

SCOTCH CHURCH.—5, Rue, Massena, 11 morning, and 3 afternoon.

ENGLISH DISPENSARY.—Paulian, Rue du Pont Neuf, corner of Place St. Dominique. Prescriptions accurately prepared. Medicinal soaps of the greatest efficacy for diseases of the skin.

MUSSO, 1, Rue Pont Neuf.

S. Ferrara's Musical Estabment., 13, Quai Massena.

HOUSE AND GENERAL AGENT, and Depôt for Bradshaw's Guides, Mr. Charles Jongla.

CONVEYANCES.—Nice to Paris, by diligences to Dragnignan and Marseilles, in 26 hours. Fares—Coupé, 40fr.; interior, 35fr. For Steamers, see page 235. Diligences to Genoa, daily.

Novara.—*Stat.*—20,000.

A flourishing and prosperous town of Piedmont, prettily situated on a declivity, and commanding fine views of the Alps, particularly of Monte Rosa, which is seen to great advantage. The Duomo, or Cathedral, is a noble building in the early Lombard style, and perhaps one of the most ancient in Italy; it contains a magnificent altar adorned by the works of Thorwaldsen, Monti, and others, also a fine mosaic pavement. The Basilica of San Gaudenzio is a fine edifice, containing some fine pictures. The churches of San Giovanni and San Marco are also worthy of notice. There is a large fair held here in November.

CONVEYANCES.—Railway to Ticino, Vercelli, Ivrea, Turin, &c., see page 160.

Novi.—*Stat.*—INNS:—L'EUROPA.

AQUILA NERA.

A town of considerable trade, with 10,000 inhabitants, and offering no objects of attraction save the old picturesque houses. Convenient sleeping place.

For Railway, see page 162.

Padua (*Italian* Padova).—*Stat.*—HOTELS.

Hotel de la Stella d'Or. Aquila doro.

Padua is a fine old city, containing about 51,000 inhabitants. It followed the fortunes of Venice, and is now, like Venice, part of the Lombardo-Venetian Kingdom. Its Palace of Justice and Cathedral possessing one of the most beautiful sanctuaries in existence, together with its University. Every part of the town is well worth seeing, particularly the church of St. Anthony, and Giotto's Chapel with some of the most curious frescoes. The Café Pedrocchi is the finest building of the kind in Italy. Eminent school of medicine.

CONVEYANCES.—Railroad to Vicenza, Verona, and Venice, see p. 166. Diligences, see p. 236.

Parma.—42,000—HOTELS.

HOTEL DELLA POSTA and PAVONE.

A large and handsome city, capital of the duchy of Parma, situated on a river of the same name, which divides it into two parts, connected by three bridges. The Duomo is a magnificent pile of the 11th century, the interior of which is covered with frescoes, the most important being those on the cupola by Correggio, and which have called forth so much criticism. The church and convent of St. John is also rich in frescoes by the same master. The church of the Madonna della

Steccata is a beautiful structure of the 16th century, and considered the finest church in Parma; it contains fine frescoes and some good monuments. The baptistry, near the cathedral, is an octagonal edifice, entirely built of white Veronese marble, and the most splendid of the baptisteries of Italy. The Church of San Ludovico contains a number of the works of Correggio. The traveller should not neglect to visit the Farnese Palace, which contains the ducal academy, where he will find a small but rare collection of paintings by Raphael, Correggio, Francia, Mazzuola, Carracci, Vandyke, and others. In the same building is the museum, rich in antiquities. There are several private galleries in Parma well worth visiting.

Parma possesses the largest Opera House in Europe, capable of holding 9000 persons.

CONVEYANCES.—Railway to Piacenza, Modena, and Bologna, see page 168.

Pisa (*Tuscan.*)—*Station.*—HOTEL VICTORIA. HOTEL DE LA GRANDE BRETAGNE.

One of the most ancient and beautiful cities of Italy, situated in a fertile plain, about eight miles from the entrance of the Arno into the sea. The celebrated leaning tower, built in the twelfth century, a cathedral of the eleventh century, and numerous other ancient ecclesiastical buildings, will arrest the attention and awaken the admiration of every traveller. The Leaning Tower, the cathedral with its innumerable fantastic pillars, the Baptistry and Campo Santo are altogether, and form an *ensemble* unlike any other combination in Italy or elsewhere. Van Lint, the best alabaster worker in Europe, lives here.

ENGLISH CHURCH.—During the six winter months service is performed twice each Sunday—Chaplain, Rev. H. Green.

ENGLISH PHYSICIAN—Dr. Gason.

ENGLISH WAREHOUSE—J. Cordon.

CONVEYANCES.—Railroad to Lucca and Pescia, see p. 169; also to Leghorn and Florence, see p. 168.

Pompeii.—HOTEL BELLEVUE.

Select a guide who can speak French; Jacobo is the best. Fee, 6 carlini for one; one piastre for a party, which should be small. Custodians of temples of Venus and Quirinus and house of augustals, each 1 car.

Ravenna.—HOTEL:—LA SPADA, old and good.

Is now the capital of a Legation containing a population of 225,600, and the seat of a Cardinal Archbishop whose bishopric is the most ancient in the world, being founded by St. Peter's disciple, Apollinaris, A.D., 44. The city is about three miles in circumference, and has a population of 11,000. By means of a canal, a communication is maintained with the Adriatic and its port, which is the great outlet of Romagna, and the means of carrying on an extensive trade with the Lombardo-Venetian Kingdom. The Cathedral contains, in the Chapel of the S. S. Sacramento, Guido's celebrated paintings—the Fall of the Manna, and the lunette representing the meeting of Melchizedek and Abraham. The other pictures worth notice are the Grand Banquet of Ahasuerus, by Carlo Bononi, and Camuccini's Consecration of the Church, by St. Orso. On the high altar is a Greek marble urn containing the remains of nine bishops of that see, and the silver crucifix is exquisitely wrought with sculptures of the 6th century. The Chapel of the Madonna del Sudore, contains a marble urn in which repose the ashes of St. Barbatian; and in the vestibule of the sanctuary is the Paschal Calendar, remarkable as a specimen of astronomical knowledge in the early times of Christianity. In this place we also see Guido's beautiful painting,—the Angel offering Bread and Wine to Elijah. In the sacristy is the pastoral chair of St. Maximian. Some fragments of its celebrated door of vine wood are still preserved behind the grand door of the Cathedral. The ancient baptistery, called "S. Giovanni in Fonte," is an octagonal building with a cupola adorned with Mosaics.

The magnificent Basilica of San Vitale, built in the reign of Justinian, by St. Ecclesius, furnished to Charlemagne a model for his church at Aix-la-Chapelle. It contains excellent Mosaics. In the Chapel S. S. Sacramento is a gilded ciborium, said to be by Michael Angelo; a picture of St. Benedict, by Francesco Gersi; and the Assumption of St. Gertrude, by Andrea Barbiani. In the vestibule of the sacristy is a superb bass-relief of Greek marble, representing the "Apotheosis of Augustus," as also many paintings of considerable merit. We must not fail to notice the Tomb of the Exarch Isaac, the great ornament of Armenia, erected to his memory by his wife Susanna. He was the 8th Exarch of Ravenna, and died A.D., 644.

The other churches worth visiting are the Basilica of St. Giovanni Evangelista, the churches of St. Giovanni Battista, of San Vittore, of San Domenico, of S. Appollinare Nuovo, of S. Francesco, of Sta. Agatha, of Sta. Maria in Porto, and of S S.Nazario e Celso, also called, Mausoleum of Galla Placida.

The Tomb of Dante. Few monuments in Italy and none in Ravenna, excite so profound an interest as the tomb of Dante; indeed, one cannot help looking on it as one of the first monuments of Italy.

Resina.—Population, 9000—Ten miles from Naples *en route* to Vesuvius, to ascend which it is necessary to write or call upon Vicenzo Gozzolino, who is the only good guide, and there are many impostors. The entry to Herculaneum is here.

Rimini.—INN:—POST.

An interesting episcopal city, situated in a rich plain, with a population of 9,500. Its principal object of classical interest is the Triumphal Arch of Augustus. The Churches are all worth seeing.

Rome.—(*With Map in Special Edition*)—HOTELS HOTEL D'ALLEMAGNE, a first-rate house; commanding a fine view of the Piazza d'Espagne; highly recommended.

HOTEL DES ILES BRITANNIQUES, in the Piazza del Popolo, delightfully situated under the Pincian Hill, a first-class, clean, and good hotel for families or gentlemen.

HOTEL DE L'EUROPE, good but expensive.

HOTEL DE LA MINERVE, frequented by R. C. ecclesiastics.

HOTEL D'ANGLETERRE.

Rome, the capital of the "Papal States," the seat of the Popes, and once the citadel of the Cæsars, is situate on the banks of the Tiber, partly on a plain, and partly on low hills, with their intersecting valleys, about sixteen miles from the mouth of the river. The Tiber divides the city

into two unequal parts. The smaller on the right bank is called the Leonine city and Trasteveret Walls of 15 miles in circuit surround the entire city. The modern city is built upon the Campus Martius of the ancient Romans, lying along the banks of the Tiber, to the north of the seven hills which formed the site of ancient Rome. Four of these hills, once the scene of so many exciting events, are now almost entirely deserted, or covered by gardens, vineyards, broken buildings, or ruins. The streets, though spacious, are winding and badly kept. Rome is entered by the Porta del Popolo, built by Vignola, from designs by Michael Angelo, in 1561. The gate opens upon the spacious Piazza del Popolo, a rather broken area at the foot of Monte Pincio. In the centre stands the fine obelisk of Rameses I. The inns of Rome are generally situated within the triangular space lying between the Porta del Popolo, the Piazza di Spagna, the Via Condotti, and the Corso. The charges are generally for dinner, from 7 to 10 pauls; breakfast, 5 pauls; tea, 3 pauls. A bedroom generally costs from 2 to 5 pauls per diem. A suite of apartments, from 20 to 50 pauls per day. Lodgings in private houses are very easily obtained, and at reasonable prices. The best situations are the Piazza di Spagna, the Via Babuino, the Corso, and the intervening streets.

The churches in Rome form the greatest object of attraction for the traveller, and claim his first attention. They are 364 in number, seven of which are called Basilicæ; the principal ones are as follows:—St. Peter's, St. John Lateran, Santa Maria Maggiore, and Santa Croce, in Gerusalemme, within the city; and St. Paulo, San Lorenzo, and San Sebastian, *extra muros*. St. Peter's stands on a slight acclivity, in the Leonine city, in the north-western corner of Rome. It is built in the form of a Latin cross, the nave being in length 607 feet and the transept 444 feet. The east front is 396 feet wide and 160 feet high, whilst the pillars composing it are each 88 feet high and 8¼ in diameter. The height of the dome, from the pavement to the top of the cross, is 448 feet. In front of the church there is a large piazza. The church occupies the place of Nero's Circus, and is erected on the spot where St. Peter was martyred. It occupied a period of 176 years in building, and required 350 years to perfect it. It cost £10,000,000; it covers eight English acres, and is kept in repair at a cost of £6,300 per annum.

The English traveller cannot fail to be interested by a visit to the Chapel of the Presentazione, in which is the tomb of Maria Clementina Sobieski, wife of the Pretender, James III.; she died at Rome in 1745. Opposite to this is Canova's celebrated "Monument of the Stuarts." The expense of this monument was defrayed by George IV.

San Giovanni in Laterano, St. John Lateran, is the Pope's church, he being its official minister. It is in this church, also, that the Popes are crowned. It contains the famous chapel of the Corsini, reckoned the finest in the world, and stated to have cost £400,000. The Lateran Palace and Museum should be visited.

The other basilicæ, particularly St. Maggiore and Saint Paulo, and churches are equally interesting to the traveller.

The palaces rank next in the order of merit, but cannot here receive any but a very short notice.

The Vatican stands prominent among the palaces of the world, as invested with the greatest interest whether we regard its identification with all ecclesiastical history, or the influence it exercised over christendom for 400 years. Its existence dates from the eighth century; being dilapidated, it was rebuilt by Innocent III. in the twelfth century. It is the winter palace of the Pope, and stands over the Vatican hill, near to St. Peter's. It covers a large space, and is 1,151 English feet long, and 767 feet broad. It contains 4,422 chambers, and has eight grand staircases and two hundred smaller ones, and twenty courts. In it are the Pioclementine and Chiaramonti Museums, both filled with the masterpieces of modern art. Here are also the Capella Sistina, or Sistine Chapel built in 1473, and the Vatican Library, containing the richest collection of manuscripts and pictures in the world.

The Quirinal, or the Palace of Monte Cavallo, built on the Quirinal hill, is the Pope's summer residence, and will repay a visit.

The Capitol now occupies the square of the Capitoline hill, under the name of the Piazza del Campidoglio. It occupies the site of the ancient Capitol, and contains the palaces of the Senator and Municipal Magistrates of Rome. The Collegio della Sapienza, a university of Rome, founded by Innocent IV. in 1244, is one of the oldest in Europe. The Roman College, and the College de Propaganda Fide, are likewise worth visiting.

The English Burial Ground is situated near the Porto San Paulo, adjoining the Pyramid of Caius Cestus. Among the British buried here are the poets Shelley and Keats, Wyatt the sculptor, and Bell the celebrated anatomist.

ENGLISH CONSUL—Mr. Freeborn.

PHYSICIAN.—Dr. Smyth, M.D.M.R.C.S., 9, Piazza di Spagna.

Dr. F. W. Sargent, Physician to the American Legation, Rome. No. 13, Piazza di Spagna, 2do. piano.

Dr. John Parkin, late Medical Inpector for Cholera in the West Indies, No. 21, Via Conditti, Rome.

ENGLISH AND AMERICAN BANKERS.—Packenham, Maquay, Smyth, and Hooker, 20, Piazza di Spagna, give the highest exchange on letters of credit, circular notes, &c., whether addressed to them or not, in correspondence with Messrs. Maquay and Packenham, Florence.

ENGLISH READING ROOMS, Monaldine, in the Piazza di Spagna, supplied with London Daily Papers, Galignani, a small English Library of Books, Maps of Rome, &c. Subscription, 1sc. per month. Enter address.

Parties are made up at Piallis to see the statues by torchlight, by which means what would cost one 2½s costs 1s. or 2s., well worth seeing.

ENGLISH CLUB is held at No. 11, Via Condotti.

PUBLIC CLOCKS.—Pay no attention to these, as they divide time differently from other countries.

THE THEATRES.—Valle (opera and plays), Argentina (operas), Apollone or Tordinona (grand operas), all 3 pauls. Barattini (fantoccini).

HACKNEY CARRIAGES may be hired by the hour or day. The principal stands are the Piazza di Spagna, Monte Citorio, the Corso, and the Piazza of St. Peter's. The charges are 4 pauls per hour, 3 pauls for the second hour, 10 pauls for four hours, and 3 scudi for the day.

POST OFFICE.—Open from 10 to 2 for delivery. Address must be very plainly written. If possible, have letters addressed to the care of some banker, or to some respectable hotel, rather than to the *Poste Restante*. Letters for England take five days in transmission.

ENGLISH CHURCH.—The English chapel, outside the Porta del Popolo. Divine Service from October to June as follows, on Sundays, Holy Communion, at 9 o'clock—morning service at 11, afternoon service at 3; on week days, morning service daily at 11 o'clock. Chaplain, Rev. H. C. Woodward.

The population of Rome numbers about 180,000, besides the Jews who number about 8000.

CONVEYANCES.—Travellers proceeding southward to Naples have the choice of two diligences, one takes the route inland by Ceprano, the other takes the route by the Pontine Marshes, Terracina, and the coast. The courier has a roomy carriage, and also takes passengers; at the frontier he transfers the travellers to the Neapolitan courier, whose carriage is neither clean nor comfortable. The traveller's best plan is to proceed to Civita Vecchia, a journey of 8 hours by diligence and there avail himself of the almost daily steam communication with Naples. *Departure of Couriers carrying Passengers:*—Monday, Tuesday, Wednesday, and Friday, at 3 p.m., Saturday, at 5 p.m. to Naples, Bologna, and Florence. To Naples, 30 hours, fare 16 scudi; Florence, 36 hours, 18.50 scudi; Bologna, 52 hours, 22 scudi; with ½ paul additional per cost for the postillion. Rome to Naples, Monday, Wednesday, and Friday, at 7 a.m., in 34 hours, sleeping at Terracina; Tuesday, Thursday, and Saturday, at 11 a.m. in 28 hours, without stopping. Fare: coupé, 11 scudi; intérieur, 10 scudi. Rome to Florence, Monday, Wednesday, and Friday, at 5 a.m., in 36 hours, by rail from Sienna. Fare: coupé, 14½ scudi; intérieur, 13½ scudi; by Sienna, in 36 hours; fare 14½ scudi. See page 237. Railway to Civita Vecchia. See page 169.

Sienna.—*Stat.*—INNS:—AQUILA NERA, LE ARME D' INGHILTERRA.

Is the chief city of one of the five compartimenti of Tuscany, and has a population of 19,000, being only a sixth of its former inhabitants. Its chief objects of attraction are the Duomo or Cathedral, striped marble outside and fine paintings, subterranean baptistery, library with statues, and is well worthy of an hour's visit: the Accademia delle Belle Arte, the Churches of St. Agostino, La Concezione, San Christofaro, the Palazzo Publico, the University, and the Library, situated in the great hall of the Academia degli Intronoli. The Gates of the city and the citadel are also worth inspection.

Luggage is examined unless a small fee is given. The old city, standing high, is cool and healthy, and has no mosquitoes. Here is some street painting. Sienna school numbers amongst its artists, Peruggi, Sodoma, Vanni, Pacchierotto, Beccafumi, Perugino, fra Barolomeo, Riccio, Nemmi, &c. Birth-place of St. Catherine.

CONVEYANCES.—Railway, see page 168.

Sorrento.—5000.—A town in the south-east coast of the bay of Naples; beautiful views; healthy climate; good fish, fruits, butcher's meat, and milk. Mules are 8 car. per day, 4 half day; donkeys 3 to 6 car., 1 car. to guide. Exquisite pedestrian excursions in the neighbourhood.

Spezia.—4000.—HOTELS:—

HOTEL D'ODESSA, a new and first-class hotel; delightfully situated, with extensive accommodation for families or single gentlemen.

HOTEL DE LA CROIX DE MALTE, a first-rate large establishment, in a good position, and deservedly recommended.

Spezia is a considerable town in the Sardinian States, and is beautifully situated at the foot of the Gulf of Spezia, about 40 miles from Genoa. Of late years this has become a favourite and much frequented watering place. The bathing is excellent, and there is extensive accommodation. Spezia is also much resorted to by the Italian nobility during the summer, as the country all around is very beautiful, and the scenery the Gulf affords is a great attraction for aquatic excursionists. There are five caves on the western side of the Gulf. There are steamers twice a week between Spezia and Genoa.

Tivoli—(no good inn)—is situated in the Campagna di Roma, 18 miles from Rome, in a delightful situation. It is the seat of several remarkable antiquities, as the remains of the temple of Vesta, of the sybil, the villa of Mæcenas, the villa of the Emperor Adrian. The Teverone forms a picturesque cascade at Tivoli, the former one has recently been destroyed, by diverting the river into a new channel; but the existing cascade is not inferior to its predecessor.

Treviglio.—*Stat*—A small place with a beautiful Church, whose style of architecture is singularly remarkable. It is 18 miles from Milan by rail.

CONVEYANCES.—Railway, see pages 166 and 167.

Treviso.—*Stat.*—INNS:—ALBERGO REALE and FOUR CRONE.

17 miles N.W. of Venice, with 16,000 inhabitants. Many elegant villas are met with on approaching

the town, which is itself adorned with a number of churches and palaces, and has a handsome Town-hall and an Academy of Arts and Sciences. Manufactories of Cloth, Paper, &c. Among the churches the most worthy of note are that of St. Nicholas, an antique structure, and the yet unfinished cathedral of St. Peter's, in which are paintings by Titian, Domenichino, &c.; it has two theatres, and near it is the magnificent villa Manfrini.

CONVEYANCES.—For Railway, see pages 165.

Turin (*Italian*, Torino).—125,000.—*Stat.*—*(With Map in Special Edition.)*—HOTELS.—

HOTEL FEDER—a first-class capital hotel and highly recommended. The proprietor, Mr. Feder, keeps an hotel of same name and equally good, at Genoa.

HOTEL DE L'EUROPE, an excellent first-class house in every respect, and deservedly recommended. Mr. Trombetta, Proprietor.

HOTEL DE LA GRANDE BRETAGNE, Rue de Po, well situated, and an exceedingly good house.

CAFES.—SAN CARLO, FIORALE RESTAURANTS.—L'UNIVERSO, IL PASTORE, LE INDE. Cup of mixed coffee and chocolate called "becchorino," drunk here early in the morning, costs 1½d.

Turin is the capital of Piedmont, and a thriving city. It is situated on the left bank of the Po, near its confluence with the Dora Riparia. It contains about 140 churches and chapels, all of which are remarkable for their architecture and for the splendour of their ornaments. It is an Archiepiscopal see, and the seat of the Piedmontese Senate. The University, the Military Academy, the Royal Academy of Sciences, the Academy of Arts, the superb Museum of Egyptian Antiquities, the Hydraulic Building, and a fine Museum of Paintings and Private Galleries of Marquis Cambiano and Count Caratch, with many others, are well worth a visit. The walks around Turin are remarkably beautiful, and in its delightful neighbourhood rises the chain of heights called Collina, on which are built superb and picturesque villas. Several small but elegant towns surround Turin, within a radius of a few miles, all of which possess objects of interest, such as the Royal Palace at Stupinigi, one of the finest summer residences in Europe; the Veterinary School at Venerria Reale; the magnificent church at La Superga, five miles from Turin, containing the mausoleum of the Royal Family; Agri, Rivoli, and Moncalieri, with their royal palaces and chateaux, are worth visiting.

The Post Office is situated in the Palazzo Carignano. The latest hour for posting French and English letters is 9 a.m. and 5 p.m.

The fiacres or carriages ply for hire in the Piazza Castello, and answer as well as the expensive carriages of the hotels.

Passengers are booked through from Turin to Domo d'Ossola, where they must take a fresh ticket for passing the Simplon.

BRITISH AMBASSADOR—Sir James Hudson.

PROTESTANT CHURCH.—Divine service is solemnised each Sunday in the new Protestant church, in French, at 10½ a.m., and Italian in the afternoon and evening.

ENGLISH SERVICE every Sunday at 10.30 a.m., in the Chapel attached to the Vaudois Church. The Rev. Robert L. Tottenham, Chaplain.

FRENCH AND ENGLISH APOTHECARY.—Borserelli, 10, Via di Francesco di Paolo.

Electric Telegraph Office, in the Piazza Castello, adjoining the Foreign Office. Dispatches forwarded to England, France, and Germany.

CONVEYANCES.—Railway from Turin to Genoa see pp. 158 & 159. To Novara, p. 160. To Alessandria and Arona see page 158. Also to Pinerolo Cuneo, and Susa, see pages 159 and 160. The views by the road are magnificent, and immediately after leaving Alessandria, the traveller may observe the plains of Marengo, the famous battle-field. The Sardinian couriers have clean, and fast carriages, and leave Turin every morning at 10 o'clock, for the following places:—Geneva; by the Mont Cenis, fare 60fr.; Lyons in 36 hours, fare 60fr.; evening at 6 for Nice, fare 39fr. 50c.; Milan, fare 27fr. Diligences of Messrs. Alf. Bonafous & Co., and the Messageries Imperial, leave daily at 6 p.m. Fares, to Genoa, 20fr. 40c.; to Milan 18fr.; to Lyons, coupé, 51fr., Interieur, 46fr.; to Geneva, by Chambery, coupé, 56fr., Interieur, 46fr. See page 239.

Udine.—HOTEL L'EUROPA.

In the territory of Venice, 47 miles N.W. of Trieste; a busy town with a population of 19,000. The most remarkable buildings are the cathedral, a fine structure, the palace of the Proveditori, a handsome opera-house, the Bishop's palace, and the chapel of the Toreani, in which are some excellent reliefs by Toretti. The principal square is adorned with the monuments of the Peace of Campo Formio and of Francis I. There is a noble prospect from the tower of the castle. The Campo Santo is considered to be one of the most beautiful cemeteries in Europe.

CONVEYANCES.—Diligences to Casarsa, and Trieste, see page 240.

Varallo.—

This town is only a short distance from the Turin Railway, near Lakes Maggiore and d'Orta. It is the birthplace of several eminent painters, and is, therefore, rich in fine paintings and frescoes. There is a magnificent sanctuary, containing fifty handsome chapels, filled with statues of great beauty and colossal dimensions; there is also a splendid view from this edifice. From Varallo there are several routes into Switzerland by the Simplon, the Hollen, and the Tarlo. Near Varallo there are gold, silver, nickel, and cobalt mines, which are worked by foreigners.

Venice—106,000—(*Italian*, Venezia; *German*, Venedig.)—(*With Map in Special Edition.*)—

HOTELS.—

GRAND HOTEL DE L'EUROPE. We beg to refer our readers to the advertisement of this Hotel, see end of book, to show that the proprietors are desirous of meriting the patronage of English travellers.

GRAND HOTEL VICTORIA.—This newly opened Hotel is conducted by able and experienced Managers. Good table d'hôte at 2 and 5. Board and Residence on the English, American, or Swiss system.

GRAND HOTEL DE LA VILLE, first rate, and in a good situation; equal to any of the best in Italy.

CAFES.—Florian and Suttil.—Breakfasts *a la fourchette*, suppers cheap; ices; English and French papers. Restaurants, Café Haus in Campo Galla behind Procuratio Vicchie. Restaurant Francais, over the Café Militaire Piazza, San Marco. Fish here in great variety.

Venice, one of the capitals of the Lombardo-Venetian kingdom, is built on 72 islands on piles in the midst of a salt lagune, or shallow lake. It is divided into two unequal parts by the Canalazzo, or Grand Canal, the course of which through the city follows the form of an inverted S; is 300 feet wide, crossed near the middle of its course by the Ponte di Rialto, a splendid marble structure of one spacious arch. In the midst of the labyrinth of canals and streets there are several large piazzas, nearly all of which are adorned with fine churches or palaces. The principal of these is the Piazza di San Marco, a large oblong area 562 feet by 232 surrounded by elegant buildings, and containing at its eastern extremity the metropolitan church of San Marco, a singular but brilliant combination of the Gothic and the Oriental style of architecture. The following Churches should be seen:—S. Maria della Salute, S. S. Giovanni e Paulo, S. Sebastiano, S. Maria dei Frari, S. Roco, S. Lorenzo, and the Jesuits (Gesuiti): all remarkable for rich marbles, or the works of Venetian masters. An intelligent Gondolier may serve as a guide—we can recommend Giuseppe Brescia, No. 34.

In the Piazza is also a lofty square tower called the Campanile, 316 feet high, and 42 feet square, with a pyramidal top, to which the ascent is made by an inclined plane. Adjoining the church is the ancient palace of the Doge, the prisons, and other public offices of the late Venetian Republic. San Marco was erected into a cathedral in the year 1817, when the patriarchal seat was removed to it from San Pietro. It was founded in the year 828 by the Doge Guistiniano Participazio for the purpose of receiving the relics of St. Marc, which had just then been translated from Alexandria by Bono the Tribune of Malamocco, and Rustico of Torcello. The Library of St. Marc is a nobly designed building, and consists of two orders—the Doric and Ionic. The Zecca or Mint adjoins the Library on the Molo. The Doge's Palace, or the Palazzo Ducale, is situated on the eastern side of the Piazzetta. The first palace built on the spot was in 820. This was destroyed in a tumult, and the Doge Pietro Urselio built a second one in 970, which was destroyed by a great fire in 1120, and rebuilt in 1354-5 by the Doge Marino Faliero.

The Academia delle Belle Arte is located in the ancient Convento della Carità, and is well worth attention. The house of Titian is also of great interest, and will repay a visit. The chief Theatres are those of La Fenice and San Benedetto. The Islands about Venice, in the Lagoon, contain many buildings worth seeing. The Lido or narrow island which makes the shore of the Adriatic, should be visited.

The price for a Gondola, one rower, for the first hour is 1 Zwanziger, for every subsequent hour 60 cent. There are upwards of 4,000 Gondolas at Venice. The tide rises three feet. A good gondolier serves as valet de place; ferry for crossing the Grand Canal is about 1d.

CHURCH OF ENGLAND SERVICE.—Every Sunday forenoon at half-past eleven, at the residence of the clergyman, Palazzo Cirran, S. Gio Grisostomo, No. 5751.

ENGLISH CONSUL.—Vacant.

ENGLISH BANKERS, Messrs. Mudie & Co.

READING ROOM.—There is a News-Room at the north-west angle of the Piazza St. Marco in the Procuratie Vecchie, in which French, English and Italian newspapers may be found. Persons can pay for one week, or subscribe per month.

CONVEYANCES.—Steamers to Trieste, see alphabetical list, page 211. Railway, see pages 165 & 166. Diligences daily to Laibach, Milan, Udine, and Vienna. See page 240.

Vercelli.—*Stat.*—HOTELS:—

LEONE D'ORO. LA POSTA.

A venerable city, situated close to the left bank of the Sesia, on the road from Turin to Milan by Novara, and containing a population of 18,200 inhabitants. Its chief objects of attraction are the Duomo, or Cathedral, the library attached to which contains a rare and valuable collection of manuscripts, the most remarkable of which are, a copy of the Gospel, written by St. Eusebius in the fourth century, and a manuscript of Anglo-Saxon Poems, brought, it is said, from England by Cardinal Guala, Papal legate to England in the reigns of John and Henry III.—The readers of English history will recognise the name as mixed up with the transactions of the Barons of Runnymede in 1215; the church of St. Andrew, the Hospital, both founded by Guala; and the church of St. Christopher, which possesses some Italian frescoes of Gandenzio Ferrari, and some excellent paintings.

For Railway, see pages 168 and 169.

Verona.—*Stat.*—HOTEL LA TORRE DE LONDRA, HOTEL DUE TORRE AND HOTEL PARIGI.

An ancient city, containing about 65,000 inhabitants, connected with Venice by railway. It has a pleasant and picturesque situation, the Adige, which is crossed by four stone bridges, flowing through it, dividing the city into two parts. The appearance of the buildings is generally very fine, owing, in a great measure, to the great quantity of marble employed in their construction. The most remarkable of the ancient edifices of Verona is the amphitheatre. It is built of Verona marble, and is nearly perfect, owing to the care that has been taken of it. The Palazzo del Consiglio contains some good paintings and statues to celebrated men of Verona, among which are Pliny, the younger, Macer, Catullus, Cornelius Nepos, and Scipione Maffei. The *Museo Lapedario* contains a very interesting collection of antiquities. There are a number of churches worthy of remark. The principal of which is the Cathedral, an ancient gothic building with a fine porch, the entrance to which is guarded by the two celebrated Paladins, Roland and Oliver. It contains some good paintings; among which is an Assumption, by Titian, and considered as one of his best works. *San Zenone*, an interesting edifice in the Lombard style, with a front of marble, and sides of alternate brick and marble. *San Fermo Maggiore* is a fine ancient gothic building, containing some remarkable monuments, and a few good pictures. *Santa Eufemia* is rich in frescoes and paintings, a number of which are by Carota. It also contains some remarkable monuments, *SS. Nazaro e Celso* contains a great number of good paintings and frescoes. *Santa Anastasia* is a remarkable building, rich in paintings and alters, and some old frescoes. Verona possesses a philharmonic institution, a society of science and art, academies of painting, music, and agriculture, two libraries, a lyceum, &c. There is a tomb shown in the garden of the Orfantorrello, said to be Romeo and Juliet's, but the real tomb was destroyed many years ago.

CONVEYANCES.—Railway, see pages 166 and 167. Diligences, see page 240.

Vicenza.—30,000.—HOTELS.—

PARIGI, CAPELLO ROSSO.

Beautifully situated. Palladio Architect here. Braganza Wine. Piazza dei Signori, fine.

Viterbo is a neatly built episcopal city, with 13,000 inhabitants, at the foot of a hill, surrounded with gardens, vineyards, and country houses, 42 miles north-west of Rome. The streets are broad and well paved. The public buildings are of no importance, its churches only being worth visiting.

Vogogna.—HOTEL:—La Couronne, comfortable.—A small town on the Simplon road convenient for travellers proceeding up the valley of Anzasca to Macugnaga. The char road is open to Ponte Grande, where there is a good Inn. There is a bridle path from Ponte Grande to Macugnaga and Borca. "Hotel Cacciatore" a clean little Inn. The Glacier at the foot of Monte Rosa is only one hour farther, and then the pass of the Monte Moro commences, leading from Macanaga to Visp in the Valois. From Vogogna to Ponte Grande is 3½ hours and from Ponte Grande to Barca 5 hours. The scenery on the whole journey is superb.

ISLANDS.

Capri.—Situated about 4 miles from Massa, 8 from Sorrento, and 24 from Naples; is remarkable for its picturesque scenery and salubrious air. There is no trace of volcanic formation in this island, and to this fact is attributed by many the healthiness o the climate, and the superiority of its vegetable productions; the oil, wine, and the other produce of Capri being regarded as the finest in the kingdom. Perhaps there is no spot in this neighbourhood so little known, yet so well adapted to the English taste. Here a Sportsman will find abundance of quails and woodcocks twice in the year, and excellent fishing at all times—the artist, the boldest and most magnificent marine and rocky scenery—the antiquary, ruins of Roman grandeur—and the economist, cheap and excellent living. There are two very clean and decent hotels, called respectively the Vittoria, kept by Signor Pagani, and the Londra, by Signor Petagna; and were there a greater concourse of strangers, many are the small houses, now lying vacant, which could be fitted up for a trifle.

Amongst the natural curiosities of the island should be mentioned the Blue Grotto, the Green Grotto, and one recently discovered; but the lover of splendid scenery should never leave this island without spending a day on the heights. To its other attractions may be added the peculiar character of the air, which is singularly well suited to cases of bronchitis, where the soundness of the lungs can be guaranteed. Donkeys 6 car. per day, guide 6 car.

English Physician— Dr. Clark.

Conveyances.—There is daily communication with the coast by excellent boats, which may be met with at the Porto di Massa in Naples. Other boats leave twice or three times a week for Massa, Sorrento, and Castellamare. A steam-boat goes from Naples to Capri, Monday and Thursday at 8 a.m., returning at 3½ p.m. Fare—2 piastres there and back. Market-boat daily, 10 gr.

Comino is a small island, two miles in length, between Malta and Gozo, and partakes more of the character of the latter. The two channels which it forms have from 12 to 20 fathoms water, and are safely passable by the largest ships in mid-channel, in which also there is good anchoring ground of fine sand.

Corfu.—Hotels.—

Carters, Bella Venezea and Europa.

This beautiful island, the principal of the Ionian Republic, is under the protection of, and garrisoned by the English. Steamers run between Trieste & the capital, Corfu, 3 times a week at least, in connexion with Alexandria, Smyrna, Patras, Zante, Athens, Constantinople, Venice, Ancona, and Brindis. Her Majesty's mail boats touch once every fortnight from Malta. The Austrian Lloyds Company from Trieste is excellent. The fare from Trieste to Corfu is £5, 10s.; eating on-board, 5s. a-day, and a very good table kept. The passage, two days on an average, skirting the Dalmatian coast along the eastern shores of the Adriatic, and three days by Ancona; to Athens in two days by Patras; to Otranto in 12 hours, but sometimes several days. Fares 5 Spanish Dollars. Fares to Athens 45 fl., 30 fl., and 15 fl.; to Constantinople, 80 fl., 54 fl., and 20 fl. The Albanian mountains, form a most splendid view on approaching Corfu. On arrival there one may land at once without any trouble. Spanish, English, and Austrian silver money taken. Excellent roads all over the country, and plenty of horses and carriages to be hired. The view from the top of the Citadel is magnificent, and there is a delightful evening walk along the shore past the village of Castrades, through olive and orange groves to the One-Gun-Battery, where fable and tradition say Ulysses' ship was wrecked, and transformed into the chapel-crowned inlet underneath the spectator's eye. An excursion to Pantaleone, a mountain pass 16 miles inland; there the view is superb. A drive to the village of Benitza, 8 miles distant; and a sea excursion to Govino, the old Venetian harbour; thence to Ipso, with its ancient olive trees; and on to Karagol, the extremity of the bay, would each and all well repay a visit. A Greek boat costs about 12s. a-day, with four rowers. To visit the harbours on the opposite coast of Albania it is necessary to take a guardiano to avoid a quarantine of twenty-four hours on return. This costs 2s. 6d. a-day besides the expenses of the man.

Money.—English gold and silver; also the Spanish pillar, or Mexican dollar, value 4s. 4d.; imperial Neapolitan dollar, 4s.; Roman dollar, 4s. 2d. and copper pence, halfpence, farthings, grains; 10 grains make a penny.

Bookseller, Mr. J. A. Taylor, who publishes an English Magazine, and is Agent to several London bankers. Bradshaw's and Murray's Handbooks on sale; Bradshaw's Continental Railway Guides, &c.

Gozo, the most northerly island, is more elevated than Malta, and is entirely circumscribed with perpendicular rocks, the highest of which are to the west and south, where they are very steep. The surface of this island is not so uneven as that of Malta. The grapes of Gozo are peculiarly fine, and are highly esteemed. Cotton and grain are also cultivated here; the air very salubrious and healthy; whilst the country also possesses very beautiful prospects.

Ischia, Island of—25,000—20 miles from Naples. Mineral baths; fine view of the wondrous bay from Monte Epomes, which is 2574 feet above the sea. Cheapest way to get here is by daily market-boat. Fare 10 gr. passage 3 to 6 hours.

Madeira.—Hotels:—Yates's Family Hotel. Miles's Family Hotel.

For the accommodation of invalids, there are several first-class Boarding-houses. We may mention Mrs. Harn's, 20, Rua de Cannis, as being most comfortable, and charges moderate; Mr. Reed's, Quinta da Fonte, a well-conducted house; Mr. Holloway's, Caminho do Meyo, situated above the town.

Madeira is situated in 32° 37′ N. latitude, and in 17° longitude W. of Greenwich. It is distant 240 miles from Teneriffe, 360 miles from the Coast of Africa, and nearly 300 miles from the Isle of Ferro. Its greatest length is 38½ English miles, its greatest breadth 12 geographical miles, and its circumference 96 geographical miles.

Captain Marryatt writes, "I do not know a spot on the globe which so much astonishes and delights, upon first arrival, as the Island of Madeira. Perhaps he has left England in the gloomy close of the autumn, or the frigid concentration of an English winter. In a week he again views that terra firma which he had quitted with regret, and which, in his sufferings, he would have given half that he possessed to regain. When he lands upon the Island what a change! Winter has become summer; the naked trees which he left are exchanged for the most luxuriant and varied foliage; snow and frost for warmth and splendour; the scenery of the temperate zone for the profusion and magnificence of the tropics; a bright blue sky; a glowing sun; hills covered with vines; a deep blue sea; a picturesque costume—all meet and delight the eye, just at the precise moment when, to have been landed, even upon a barren island, would have been considered a luxury.

The population of Funchal, the capital, is about 25,300 persons, numbering amongst them about 100 English families resident on the Island. The salubrity of the climate, the superior hotel and boarding-house accommodation, combined with the efficiency of the medical staff, have gained for this "fair Isle of the Seas," a world-wide reputation—the influx of visitors and invalids during the winter season, from all parts of the world, being very great.

British Chaplain.—Rev. T. K. Brown. British Consul—George Stoddart, Esq.; Vice Consul—G. Hayward, Esq. Physicians, (English) —Dr. Lund, Dr. Broughton, Dr. Horne Kemp. Book Store—J. Mason's, Rua de Alfandega, where views of the Island, stationery, &c, can be obtained. Steam Packets leave Southampton on the 9th and Plymouth on the 24th of every month. Passenger Brigs, *Comet* and *Eclipse* leave London once a month. Money.—The money current here is the Spanish dollar, American eagles, and English gold and silver. Visitors not provided with drafts on the merchants, will find sovereigns the most convenient coin.

Malta.—Hotels.—

Morrells Hotel.

Imperial Hotel, recommended for attention, civility, and moderate charges.

Malta is distant 160 miles from Cape Passaro, the Southern point of Sicily, and 200 miles from the African coast, 220 French leagues from Marseilles, and 180 from Athens (the Piræus).

Malta is of an irregular oval figure, about sixteen miles in length, by eight or nine in breadth, and is composed of calcareous rocks, which slope like an inclined plane, from the level of the sea towards the south and east, where they attain the height of nearly 200 yards.

Gardens are numerous in Malta, especially towards the east. They are generally ornamented with orange and lemon trees, to which the greatest attention is paid. Bees are also to be found here in great abundance; the honey is delicious, and remains always liquid. There are numerous asses of strong breed. The sheep are very prolific, and number about 12,000. There are about six or seven thousand beeves maintained here; also, five or six thousand horses of all races. Besides the food produced from the soil, there are several hundred boats employed in the fisheries for the daily supply of the markets. The climate of Malta is delightful, the four seasons are regularly defined, and the air is very salubrious and healthy. The Maltese are of a mixed race, principally Italian and Arabic; and their language, like themselves, is an Italian-Arabic dialect, intelligible to the nations of the opposite African shore. The mercantile and higher classes speak pure Italian; English is only spoken in Valetta. The Maltese are a robust, an active, and a temperate people; but owing to a want of employment are still very poor, wasting their energies in idleness. Their condition, however, has become greatly improved since they became British subjects, new sources of industry being opened up to them, and some of them have become the best sailors in the Mediterranean.

Articles of almost every description can be obtained of T. B. Hood and Co., see advertisement, end of book.

Bookseller and Publisher, G. Muir, 247, Strada Reale, where travellers will find all necessary Guide Books and information connected with the Island or the continuance of their voyage.

For Steam-packets, see page 199.

¶ Money.—The money is that of England, but a commission of 5 per cent is charged on exchanging English Bank notes, therefore gold should be taken in preference to notes. The Maltese scudo, 11s. 8d. English, is divided into 12 tari of 20 grains each; also South American dollars of the value of 4s. 2d.

The chief town of Malta is Valetta, which is built upon a tongue of land extending into a bay, and forming a splendid harbour on each side, the projecting points of which are occupied by forts and towers, the city itself and suburbs being surrounded by impregnable fortifications, parts of which are cut out of the solid rock. The streets of Valetta are narrow and steep; but it contains some splendid buildings, which still attest the magnificence and devotion of its former masters, the Knights of St. John, to whom the island was gifted by Charles V. after they had lost Rhodes; in 1798 they were dispossessed by the French.

Civita Vecchia, or the old town, is situated in the centre of the Island, and is called Medina by the natives. Its situation is so high that, on a clear day, the whole island and the coasts of Sicily and Africa may be seen at the distance of about 60 miles. The catacombs are very extensive, and of great celebrity. Near the western part of the north coast is the Calle di San Paulo, or haven, where St. Paul is said to have tarried after his shipwreck, though some writers consider the island of Meleda on the Dalmatian coast to be that on which the apostle was cast.

Zante, a beautiful Island near to the West coast of the Morea, celebrated for its currants, a small species of grape; magnificent views; steam communication with Corfu, Athens, &c.

THE LEVANT.

Smyrna.—HOTEL.—
DES DEUX AUGUSTE.—Landlord, Mr. A. Millo.

This city is the richest and most flourishing in the Levant, possesses a population of about 130,000, and from its position at the head of the Gulf of the same name, carries on a most important traffic with all parts of the world, which with its communications with the interior, has rendered it the emporium of the Levant. It contains some well-built houses, belonging chiefly to the Franks, which form a pretty quarter of the town, but the streets generally, except those which are covered, are narrow and dirty. It is built in the form of an amphitheatre, on the slope of a hill, on the top of which is a ruinous castle. The Frank quarter is principally inhabited by English, French, Dutch, and Italian merchants, with their families and servants, whose persons and property are exempt from Turkish rule; and in civil, commercial, or criminal matters, they recognise no other judges than their own consuls. In the magnificent casino, are found all the principal periodical publications of Europe, and in the theatre, Italian comedies are played by an amateur company. There is a Greek college; and a gazette is published in French.

Smyrna is eight days' journey from Constantinople by land, and 25 days from Aleppo by the Caravans. For Steamers, see page 207.

GREECE.

Athens.—HOTELS.—

HOTEL D'ANGLETERRE.—Good but rather dear.—Landlords, Mr. Elias Polichronopulis, and M. Yahis Adamopolis—the latter acts as Dragoman.

HOTEL DES ETRANGERS.—Good and reasonable, and situated near the palace. Proprietors, Diemetrio Pomoni, and Dyonise Dragone.

This ancient city, once the most flourishing of the Grecian republics, celebrated for its feats of arms, its learning, and the perfection to which the fine arts, more especially architecture, sculpture, and painting, attained under the influence of its genial climate and sunny skies, is now reviving 'mid the ruins of its former grandeur, as the capital of fabled Greece. It is situated in a plain within an amphitheatre of hills, about five miles from the north-eastern part of the coast of the Gulf of Egina. It has been almost entirely re-built—since 1834 many improvements have been made, and new and more modern edifices erected, but still a considerable portion of the town consists of narrow streets, with poor-looking houses. The population amounts to about 20,000, the greater number of whom are Greeks. The principal objects of attraction in Athens, are to be found in its antiquities. The *Acropolis* or citadel, built on a rocky eminence rising abruptly from the plain, and enclosing within its walls the remains of the Parthenon, as well as a beautiful temple of the Ionic order, nearly entire. Several vestiges still remain of the splendid gateway, called the Propylæa, which once adorned the entrance to the Acropolis, which was at its west end. In the lower town is a temple in the Doric style, formerly dedicated to the demi-god Theseus, which has been converted into a museum. The ruins of the temple of the Olympian Jupiter; the tribunal of the Areopagus; and other ancient structures are to be seen. The principal public buildings of Athens are, the king's palace, the royal stables, the mint, a military hospital, and a barrack.

Porto Leone (the ancient Piræus), one of the ports of Athens, is distant from the city about five miles, and between them there is an excellent road, and coaches running at all hours.

SICILY.

This beautiful island is situate in the Mediterranean Sea, adjoining the south-western extremity of Italy, from which it is separated by the narrow strait of Messina. Its greatest length is about 190 miles, and its greatest breadth about 106, the superficial area being 8,067 English square miles, and the population about 2,000,000. The island is studded with mountains, among which, and on their slopes, are plains of moderate extent, some of which are 1,000 feet above the level of the sea.

Sicily forms a portion of the kingdom of the Two Sicilies, and possesses, virtually at least, a representative constitution, established in 1812; but since 1815 this has fallen into complete abeyance, and the island is now all under the absolute power of the king. Sicily produces silk in quantities, to the extent of about 400,000lbs., the greater part of which is manufactured into ordinary silk cloth. Cotton is also slightly cultivated. Its fishery and sulphur trades are productive. Sicily is divided into seven valli or intendancies, and has for its capital Palermo.

Itinerary of Routes from Italy—continued.

24 Lausanne—continued....	b Rl. to Berne, pp. 151, 149; Dil. to Freiburg and Bernese						
" "	c Dil. by Munster Thal to Bienne; Dil. or Str. to Neuchatel, Str. to Yverdun, p. 303; Dil. to Lausanne						
25 Louik Baths of ...(Switz.)	a See No. 43; Rte. to Thun, thence by the Gemmi Pass to the Baths of Louik						
"	b See No. 25, Rte. to Martigny, thence by Sion and Sierre to Leuk						
26 London .....(England)	a See No. 31 Rtes. to Cologne; thence as per Itinerary of Rtes. to London, p. 300						
" "	b See No. 32, Rtes. to Paris; thence as per Itinerary of of Rtes. to London, p. 264						
27 Lucerne ...(Switzerland)	a Rl. to Olten, p. 151; Emmenbruck, p. 150; Omn. to Lucerne						
" "	b Diligence to Brugg; Rl. to Zurich, page 156; Dil. over Ridge Albis to Zug and Lucerne						
28 Martigny (Switzerland)	Railway to Berne; Diligence to Lausanne; thence by Dil. to Vevay, Villeneuve, Bex, and St. Maurice						
29 Milan .....(Italy)	a Best and quickest Rte.; Rl. to Lucerne, p. 151; Str. to Flueelen, p. 199; thence by Dil. and admirable road over St. Gothard's pass,—through Val Tremola,—Val Levantina, Val Reviera, and charming scenery to Bellinzona, hence by Lago Maggiore, by Str. from Magadino, p. 199, to Arona; Rl. to Novara; Dil. to Milan, or by Lugano and Como; Rl. to Milan						
" "	b See No. 12, Rte. to Coire, thence by Dil. over the Splugen Pass to Chiavenna, Colico; Str. to Como; Rl. to Milan; 2 by Dil. from Coire over the Bernardin Pass to Bellinzona, and thence as in Rte. a; 3 by Dil. from Coire to Maloya, Chiavenna and Como						
" "	c Via Geneva, see No. 26, Rtes. to; thence by Dil to Martigny, over the Simplon to Arona; Rl. to Novara; Dil. to Milan						
30 Munich .....(Bavaria)	Diligences to Brugg; Rl. to Romanshorn, p. 155; Str. to Friederichshafen, p. 205; Rl. by Augsburg or Ulm to Stuttgardt						
" " "	b See No. 23, Rte. to Innsbruck; Rail. to Munich						
Ostend .....(Belgium)	See No. 11, Rtes. to Cologne, thence as per Itinerary of Rtes. to Ostend, p. 301						
32 Paris .....(France)	a Rl. via Muhlhausen, Strasburg, p. 59; Nancy and Paris, p. 54						
" "	b Rl. to Mulhausen, Chaumont, and Troyes						
33 Pfeffers Baths of	Dil. to Brugg; Rl to Zurich; Str. to Rapperschwyl; Dil. and Str. to Wallenstadt; Dil. to Ragatz, and Pfeffers						
34 Rome.....(Italy)	Select from either Rtes. to Milan or Turin						
35 Rosenlaui Baths of ..... ( )	Rl. to Berne, p. 151; Rl. to Thun, Dil. to Interlachen, Meyringen; thence through the valley of Lauterbrunnen, *over the Scheideck to Grindelwald, its Glaciers, &c.*, to the vale of Rosenlaui						
36 Schaffhausen ..(Switz)	Rl. to Waldshut, p. 74; Dil. in connection						
37 Schinznach Baths of...	Diligence to Brugg; Dil. to Schinznach						
" Stockelberg "	Diligence to Brugg; Rl. to Zurich, p. 155; Dil. to Wesen, Diligence to Glarus, thence up the *valley of the Linth* to the Baths of Stockelberg						
38 St. Gall.....(Switzerland)	a Diligence to Brugg; Rl. to Zurich and St. Gall						
" "	b Dil. to Schaffhausen, Constance, St. Gall,						
39 St. Gervais .....(Savoy)	See No. 20, Rtes. to Geneva; Dil. thence						
41 Strasbourg.....(France)	a Rl. via Muhlhausen, p. 59						
" "	b Rl. via Freiburg and Kehl, p. 95						
42 Stuttgardt (Wurtemb'rg)	a Diligence to Brugg; Rl. to Zurich, Winterthur, Romanshorn, p. 155; Str. to Friederichshafen, p. 205; Rl. by Ulm to Stuttgard p. 131						
43 Thun.....(Switzerland)	Rl. to Berne, pp. 151, 149; Rl. to Thun, p. 149						
44 Turin .....(Italy)	a By any of the preceding Routes to Milan, thence by Dil. to Vigevano; Rl. to Turin						
" "	b See No. 20, Rtes. to Geneva; Rl. by Culoz, p 157; Aix-les-Bains; Chambery, St. Jean de Maurienne, p. 157; Dil. over Mount Cenis to Suza; Rl. to Turin, p. 158						
" "	c See No. 12, Rte. to Geneva; thence by Dil. to Martigny, over the St. Bernard, via Ivrea to Biella; Rl. to Turin						
45 Zurich .....(Switzerland)	a Rl. to Olten, p. 151; to Aarau, p. 151; Rl. to Brugg; Rail to Zurich						
"	b Rl. to Waldshut; Carr. to Brugg; Rl. to Zurich						
"	c Dil. to Brugg, (2 hrs.); Rl. to Zurich, (½ hr.)						

Bellinzona (Bellenz, German).—15,000.

HOTEL L'AIGLE—best.

Capital of the canton of Tessin, situated on the Tessin, in the lower part of the great vale Levantine; picturesquely situated and fortified. There are three picturesque old castles close to the town. Bellinzona, though a Swiss town, partakes of the Italian style of architecture. Diligences, see p. 331.

Berne—27,000.—HOTELS:—

Berne, the capital of the canton is situated on the left bank of the Aar, in north lat. 46.57, 1912 feet above the level of the sea, and is looked upon as one of the finest towns in Europe. The streets are broad and regular, and the prospects are very beautiful, particularly from the terrace (Platte forme) near the Cathedral, a beautiful Gothic building with a magnificently wrought steeple, and from the base of the observatory. It is the seat of Government. In the centre of the streets is a stone channel filled with a rapid stream; the streets are further embellished with a profusion of beautiful fountains surrounded with statues. The University, Veterinary School, Military Academy, Theological College, and Museum, are interesting. View from Observatory.

Berne is the general starting place for excursions into the Bernese Oberland. Travellers will do well to leave their superfluous luggage here. Carriages, servants, and guides are to be had at every hotel. Ministers for England, France, Bavaria, Austria, and Italy, reside at Berne, and passports should here be countersigned by the representatives of those States through which the traveller purposes journeying.

CONVEYANCES.—Railways, see page 149; Diligences, see page 217.

Bienne or Biel.—4,250.—HOTEL:—HOTEL DU JURA.

Travellers should proceed to Neufchatel, where the hotel accommodation is better and cheaper.

Bienne is an old fashioned town, situated at the foot of the Jura mountains, at a short distance from the lake of Bienne. Travellers generally make excursions to this lake and the island of St. Peter to visit the residence of the celebrated Jean J. Rousseau. The distance from Berne to Bienne is about six leagues. The road leaves Berne by the forest of Brangastin, and passes by Meykirch to Seedorf. The lake adjoining the latter place, together with the castle of Frenisberg, formerly a convent, are worth a visit.

Briens.—Lake of Briens.—HOTEL CROIX BLANCHE—L'OURS—good.

Chambery (Savoy)—*Stat.*—HOTELS:—

HOTEL DU PETIT PARIS.

Chambery is distant from Geneva about 23½ [illegible], and from Turin 29 leagues. The town [illegible] the capital of Savoy—a dependency of the [illegible]—and contains a population of [illegible]. It is beautifully situated in a valley on the two small rivers of Albane and Leisse. It contains a large market place, and some ancient ruins, which, with the fountain of the Place de l'Ans, and the Tir de l'Arquebuse, or "shooting place," are worth visiting. The other public edifices worthy of notice are the Santo Chapelle, the Castle, founded in 1230 by the Count of Maurienne, the staircase of which is well worth observation; the Town-house, the Academy, the Poor-house and Hospital, the Theatre, and the Barracks.

English Church Service every Sunday by the chaplain of the Railway Company.

The promenades are those of Vernay, a planted Boulevard, and the Terrace.

The environs of Chambery are remarkably pleasant, and are diversified with hills covered with orchards, gardens, and vineyards, intersected by valleys.

The roads from Lyons and Geneva to Turin, over the Mont Cenis, meet here.

CONVEYANCES.—Railway, see page 157. Diligences, see page 220.

Chamounix.—HOTELS:—

HOTEL DE LONDRES ET D'ANGLETERRE.
HOTEL COURONNE.
HOTEL DU MONT BLANC—has baths.

3,150 feet above the level of the sea. A village in the valley of the same name, at the foot of Mont Blanc, distant about fifty miles from Geneva. Diligences in the season: fares, 14 francs. Several days may be well devoted to explore the wonders of this celebrated region. The Montanvert, which can be ascended on mules, and commands a view of the Mer de Glace, ought to be the first excursion. It is an elevated pasture on the summit of a mountain under the Aiguilles de Charmoz. Half way up the ascent is an agreeable resting-place, at the fountain Caillet, beside which Florian is said to have commenced his tale of Claudine. From this are seen to advantage the valleys of the Breven and of the Aiguilles Rouges. At the summit of Montanvert is a small building where refreshments, &c., may be had. The height of Montanvert above the valley of Chamounix is 2,565 feet. The Glacier de Bossons, which may be seen the same day, at the other end of the valley, is remarkable for the purity of the ice, and for the picturesque formation of the blocks of ice resembling a ruined temple of pyramids and arches. The Breven, on the opposite side of the valley, 8,000 feet above the sea, affords the most magnificent view of the whole range of Mont Blanc, with its numerous peaks covered with snow, and the glaciers pouring down into the valley. The Flegère, on the same side, commands the same view at a less elevation, and may be accomplished in half a day. The active tourist would be well repaid by a day's excursion to the Jardin, across the Mer de Glace, 9,100 feet above the sea—a small portion of green earth, in a region of snow and ice, commanding a view of the recesses of this wonderful range of snowy peaks. From Chamounix to Martigny, by the passes of the Tête Noire or the Col de Balme, about nine hours would be required; these roads are practicable for mules only. The Tete Noire is one of the most

Aci Reale, north-east of Catania, a clean and well-built town, standing on streams of lava, and containing 16,000 inhabitants.

Alcamo, an archiepiscopal city, with a royal college, and 20,000 inhabitants, 25 miles west of Palermo. In the neighbourhood is the site of the ancient Ægesta, where is a temple in good preservation.

Arragona is a small town with about 800 inhabitants, six miles north-east of Girgenti. It is remarkable for its picturesque gallery and antiquities, and also for the singular mud volcano of Macalubo in its neighbourhood. Here, on a level surface, are numbers of scarcely perceptible openings, from which, at regular intervals, and with a hissing sound, little explosions of gas burst forth; whilst, at the same time, a white and very delicate marly slime swells out and flows in a sluggish stream.

Bronte is a small town placed at a considerable elevation above the sea. *Bronte* gave the title of Duke to the celebrated Lord Nelson, but his estate to which the title was attached has been entirely destroyed by eruptions of Ætna, at whose base it is situated. A finely flavoured wine is produced here, but is not much exported.

Catania, a large archiepiscopal city, with wide and straight streets, and a good harbour stands at the foot of Mount Ætna. Though having suffered much from earthquakes, it yet preserves the remains of an amphitheatre, larger than the remains of the colosseum at Rome. It contains a University, a Lyceum, a Public Library, a Museum, and other literary institutions. The silk stuffs of Catania rival the best in the kingdom. Its population is about 42,600. The drive from Catania to Messina is one of the most beautiful in the world in scenery, far surpassing that of the Rhine. An excellent road, close to the shore of the Mediterranean; and high up on the right are numerous towns, cities, villages, and castles, some on the very summits of the mountain, as travellers going to the scene of the present eruption of Ætna, near Zaffarana, should stop at the village of Giacrre, 30 miles south of Messina, where they take mules.

Girgenti, an irregularly built and episcopal city on the south-west coast, is situate on a hill 1,100 feet above the sea, not far from the shore, where it has a harbour. It has some fortifications, and about 16,000 or 17,000 inhabitants. In its neighbourhood are objects calculated to excite the traveller's warmest interest, viz.: the remains of Agrigentum, consisting of the Temple of Concord, the Temple of Juno, and the ruins of the Temples of Ceres, Proserpine, Hercules, Apollo, Diana, Castor and Pollux, Esculapius, and the Olympian Jupiter. The last was never finished, but was constructed with enormous columns 120 feet high. The pier of the harbour of Girgenti has been built from the ruins of these magnificent temples.

Marsala is a large seaport town, about twenty miles south by west of Trapani, has a large College, and 23,000 inhabitants. Its harbour is encumbered with sand; but its celebrated wines form an important article of export. There are here six wine establishments, four British, and two Sicilian. Three of the British are on a large scale, and have from 8,000 to 20,000 pipes annual deposit. The fourth, recently established, only requires time to be equally extensive. The wines only came into repute since 1802, when Admiral Lord Nelson introduced them for the use of the British fleet.

Messina.—Hotel Victoria and de Nord, is clean and comfortable and charges moderate.—A large and fine city, and also an Episcopal See. Contains a commercial and industrious population of 90,000 souls. It possesses one of the finest harbours in the kingdom, and one of of the best in Europe. The city has been rebuilt since 1783, when it was almost entirely destroyed by an earthquake. It has a citadel, and is otherwise strongly fortified; and its environs are the most densely inhabited and the best cultivated part of the island. The harbour is large, and the surrounding scenery exquisite. Mount Ætna is about 50 miles south of Messina, and 30 north of Catania.

Steamers to Naples and to Malta, see page 202 The Anglo-Italian Company's vessels also touch at Messina and Palermo.

Palermo.—(*With Map in Special Edition.*)—Hotel.—

The Trinacria—by Ragusco.

Palermo is a large and fine archiepiscopal city agreeably situated on the northern coast, commanding a beautiful sea view, and in a luxuriantly fertile and well cultivated plain called La Conca d'Oro, (the golden shell), which is enclosed on three sides by mountains, and opens on the north to a spacious bay. The houses are all flat-topped, and have balconies with glass doors instead of windows. The streets are well laid out, and nearly all terminate at the principal entrances. Several fine public buildings, seven squares, and fine walks; the best of which is the Marina, lying along the shore; a university, several literary establishments, an active commerce, with 150,000 inhabitants, entitle Palermo to rank among the principal cities of Europe.

Steamers to Messina and Naples, also to Malta, Marseilles, and Liverpool.

Sciacca is a little seaport town, 32 miles west of Girgenti, built on a green hill, amidst a profusion of Cactus, off which, at a distance of 20 miles, a volcanic mount rose from the sea to a considerable height in 1833, and soon after disappeared leaving only a blank in its place.

Syracuse, a fortified episcopal city on the east coast, with 16,000 inhabitants. A splendid Natural Harbour, a Royal College, two Seminaries, a Library, and Museum, stand amidst the ruins of the ancient Syracusa, which cover a space of twenty miles in circumference; and of whose five magnificent populous districts the island of Ortygia is the only one now inhabited. Its harbour, one of the finest in the Mediterranean, was long believed to be so choked with sand as only to admit chebecks and brigantines, until Lord Nelson proved otherwise in 1798, when he sailed into it with his ships of war and frigates, and found excellent anchorage. The celebrated fountain of Arethusa, which flows through the town in a stream four feet deep, has become turbid and muddy, and is used as a washing stream.

Taormina, 30 miles south of Messina. A

small town in a beautiful situation on the coast. Contains a Roman theatre cut in the rock, a *naumachia*, a cistern, and an aqueduct worth seeing. It maintained a siege of eighty years' duration against the Saracens. Directly above Taormina is Mola, a village of 400 inhabitants, built on the very top of a lofty rock, perpendicular on three sides. Ten miles south is Mascali, a little village on the right of the road, beautifully located and surrounded by hills and mountains. Zaffarana has been partially buried up by the stream of lava; and the remaining houses are deserted by the inhabitants. The eruption is about 8 miles above Giarre.

Trapani is a busy commercial fortified town, with a royal college, a tribunal of commerce, and 25,000 inhabitants, built on a peninsula at the western extremity of Sicily. Its inhabitants are largely engaged in fishing coral, part of which is carved into necklaces, and exported even to India, by way of Alexandria.

TO TRAVELLERS IN THE PYRENEES.

Tour from London to the Pyrenees, including a visit to San Sebastian in Spain, occupying 4 weeks :—

Eng. Miles	Name of Place.	Conveyance.	Hours.	Eng. Miles	Name of Place.	Conveyance.	Hours.
82	Folkestone	Railway	3	968			
29	Boulogne	Steamer	2¼	15	Gavanie	Horses	4
170	Paris	Railway	5½	15	Luz	Do.	4
363	Bordeaux	Do.	11¼	5	Bareges	Diligence	1
123	Bayonne	Railway	5	5	Luz	Do.	1
22	Trun	Malle Poste	4½	32	Bagnères de Bigorre	Do.	5½
12	San Sebastian	D..	1½	40	Bagnères de Luchon	Do.	12
34	Bayonne	Do.	6	71	Tarbes	Do.	14
66	Bau	Do. or Diligence	10	45	Auch	Do.	7
26	Eaux Bonnes	Diligences	5¾	40	Agen	Railway	8
3	Eaux Chaudes	Do.	1	91	Bordeaux	Railway	3
5	Eaux Bonnes	Diligence	1	522	Boulogne	Steamer	18
40	Cauterets	Do	10	29	Folkestone	Steamer	2
11	Luz	Do.	2½	82	London	Railway	3
988				1980			

SPAIN.

In Spain the Railway is called CAMINO DE HIERRO AND FERRO CARRIL

For a more detailed account of this country, see DR EDWIN LEE'S new book, entitled "SPAIN and its Climates," with a special account of Malaga. LONDON W J ADAMS, 59, FLEET STREET (1 c) PARIS GALIGNANI

As this kingdom is situated under the same parallel of latitude as Italy, its climate is extremely similar. In the northern parts the cold is never excessive but the heat in the southern districts, during the three months nearest midsummer, is very great and would be sometimes almost intolerable were it not lessened by the sea breeze, which begins to blow at nine in the morning and lasts till five in the evening. The interior being generally considerably elevated, is not so warm as might be expected from the latitude on which it is situated and here the temperature is more regulated by the degree of elevation than the geographical position. It is the extraordinary configuration of this country which accounts for the aridity of the soil in the interior of the Castiles, the amount of evaporation, the want of rivers, and that difference of temperature which is observable between Madrid and Naples, two cities situated in the same latitude. The impulse afforded to trade by the introduction of capital, the establishment of manufactures and the construction of railways would soon develope the natural resources of this fine country, under liberal institutions and a wise government.

Money, in ordinary use, consists of Cuartos, Reals, Pesetas, Duros, and Gold pieces of 80 and 100 Reals. 1 Real contains 8½ Cuartos equal to 2½d, 1 Peseta, 4 Reals, equal to 1 Franc, 1 Duro, 20 Reals. French five franc pieces (called Napoleons), and gold Napoleons circulate everywhere in Spain. In exchange for circular notes ask for gold.

GENERAL REMARKS.

Travelling, at present, chiefly by Diligence. The Diligences of the Companies "Del Norte y Mediodia" and "La Madritena," excellent. The Correo or Malle poste takes two persons only, and the fare is high. Places should be engaged as early as possible in both conveyances. The Paradores or Hotels where the Diligences stop are generally good. Charges in the best hotels for a single gentleman for *déjûner à la fourchette*, table d'hôte dinner, and good bed room, 26 reals a day, and 2 reals for service. There is no trouble with passports after entering Spain, but on leaving they must be viséd by the English Consul, the Spanish Police, and if for France, by the French Consul. Visits to cathedrals and royal chapels should be made early in the day. If you employ a commissionaire, settle the amount of pay before you start. Although living in hotels in Spain is very moderate, travelling is very dear. Tourists should calculate on spending at least 30s per diem. The less luggage taken the better, as excess of weight is charged heavily for by train and diligence. The rate of travelling by diligence is about 6½ miles an hour, including stoppages.

Alicante.—Fonda Vapor, good, but dear, La Cruz de Malta, Leon de Oro. A nice town, with a good reading-room and fine markets. Much raisins and almonds shipped here and at Zabea. A strong castle on a height commands the town, the environs are bleak and mountainous.

CONVEYANCE.—Railway to Madrid and Toledo, see page 173. Steamer to Malaga every Saturday evening, touching at Carthagena.

Almeria.—HOTEL.—Fonda de los Vapores. An ugly town in a bleak mountainous situation; rope and matting manufactured here from a coarse grass. A ruinous old Moorish castle overhangs the town, which possesses also a large cathedral. The steamer calls here for two or three hours.

Aranjuez.—*Stat.*—Is situated in a dead level, on the banks of the Tagus, 27 miles south by east of Madrid. The Palace is a large and fine building, and the grounds form one of the most delightful retreats attached to any palace.

CONVEYANCE.—For Railway information, see page 173.

Barcelona.—*Stat.*—120,000.

HOTELS.—Las Cuatro Naciones, good. El Grande Oriente.

The capital of Catalonia, situated on the Mediterranean, is a place of great trade, and carries on manufactures of various sorts. The Rambla, a most beautiful street in centre of town, with other good streets and promenades, markets particularly interesting, a view from the Cathedral, which is a beautiful Gothic building, Church of Santa Maria del Mar, with rich coloured glass; Market at the back of the church, Pescaderia and Plateria. A citadel commands the town; two or three railways to thriving manufacturing towns. Fine neighbourhood.

CONVEYANCES.—Steamboats to Marseilles, &c., see page 183. Diligence daily at 7 p.m. to Valencia in 36 hours. Distance to Marseilles, 67 French leagues, to Valencia, 47 French leagues.

Fares to Marseilles, 80f. and 70f. Railway to Mataro. See page 171; to Granollers and Martorell, see pages 172, 174.

Burgos.—Inn.—Parodor des Diligencies Generales di Vitoria, very homely, but civil and moderate.

A large and rather cheerful town, with a celebrated cathedral, much sculpture in freestone both inside and outside, and has a beautiful lantern, and some large chapels in the aisles, one particularly so, and richly ornamented. It is much injured by small houses being attached to it externally. Handsome Grand Place used for markets and bull-fights. Mira flores, three miles from Burgos; the Cartuja, with its beautiful chapel and unrivalled tombs, raised by Isabella to her parents Juan II. and Isabella of Castile. There are two bridges over a small river. Correo takes 22, and the diligence 28 hours to Madrid.

Cadiz.

Hotels:—Posada Inglesia, and also Bella Vista. Wall's Inn, 161, Calle San Servando, all poor.

A large fortified town, almost entirely surrounded by the sea. It has a very pleasant club or casino, and good clean streets. The musée contains only very poor pictures. It has also interesting fish markets, and a very fine view from the signal tower in the centre of the town. Rain water kept in tanks is the only supply, and smells bad

Conveyance.—Railway to Jerez, see page 175. Steamers to Gibraltar.

Cartagena.—Hotels:—All bad. Gutierez—end of Calle Mayor, which is the best street.

The naval arsenal of Spain, and prettily fortified; pretty harbour, and rather nice town; good cassino or club-house accessible.

Cordova.—Hotel Poste.

City generally uninteresting, but the Cathedral, which is of Moorish architecture, is one of the most wonderful in Spain. Some of the Diligences stop here. Those from Seville to Madrid stop for breakfast at the Hotel, and the traveller may hasten to the Cathedral and see it in the time allowed. The Correo from Madrid to Seville passes through Cordova in the night.

Conveyance.—Railway to Seville, see page 172.

Gibraltar.—Hotel:—Club-house Hotel.

Exchange news-room accessible. All along the coast of Spain most disagreeable to land and embark, all being done by boats, and Gibraltar as bad as any. Wondrous fortifications; permission easily got to visit the galleries, from the signal tower of which there is a magnificent view; as also from the many other batteries. The harbour, with the coaling steamers, is interesting; as likewise the markets, with many strange varieties of fish. Oranges and other fruits very plentiful. Rain water only used here. One extensive and beautiful promenade, and a great variety of dresses, Moorish, Spanish, and British.

At Gibraltar the coinage is different from other towns in Spain, a real being equal to 4d., and 12 equivalent to a dollar.

Granada.—80,000—Hotels:—

Fonda Nueva.

Fonda de Minerva.

A fine old town, stands 3000 feet higher than Malaga, very fine Prado with noble old trees, fountains, &c. In the Capilla de los reyes attached to the Cathedral, are the magnificent tombs of Ferdinand and Isabella, of Juana and Philip; below are their plain coffins which may be seen at the close of the afternoon service. Handsome churches, and beautiful environs, with lofty snowy mountains about 20 miles off. The great charm and point of interest is the Alhambra, which is now, though too late, being zealously kept in repair. It is open in the forenoon, and from 4 to 7 p.m., a guide and also a fee to the conservator is necessary for the first visit, but not afterwards; besides its internal architectural beauties, the views from it are fine and very interesting, commanding our Duke of Wellington's estate, the gipsy town, &c.

The Route from Gibraltar by Ronda is very grand, but is three days mule journey and not without danger; by mules from Malaga two long days; by diligence from Malaga 20 hours going and 16 hours returning, and though bad is perhaps preferable. Here as at Malaga, Madrid, Seville, and Cadiz, the peculiar style of Spanish female beauty is striking.

Diligence to Cordova twice daily in about 30 hours.

Irun.—No good inn.

A small town near the French frontier, where passports are *visé* and luggage examined.

Madrid.—*Stat.*—202,000.

Hotels:—All bad. The Fonda de la Vizcaina, is central, pretty good (perhaps the best) but dearish. The Fonda de las Penninsulares is where most foreigners go; both have table d'hôtes and tolerable Val de Penas wines. So much per day is charged all over Spain for lodging, breakfast, and dinner, varying from 5s. to 12s. per day. Cafés—La Iberia, Café Suizo.

In the province of New Castille, and the capital of the kingdom, which it was declared by Philip II, from its being supposed to be in the centre of Spain. It is built in an uninviting locality, on some sandy hills upon the left bank of the Manzanares; but the view from the Queen's Palace of the Guadarrama range is very fine. Round the city the country is quite desert, except in the valley of the Manzanares, where there are some orchards and woods. The city is about 8 miles in circuit, and contains upwards of 8000 houses, with 146 churches and other religious buildings, 18 hospitals, 13 colleges, 15 academies, 15 public libraries, 6 prisons, 15 granite gates, 85 squares and *plazas*, 33 fountains, and 50 public wells, which supply the city with a little excellent water brought from the mountains, 30 miles distant. The modern part of the city is fine, having good houses, and straight streets paved with flint, and lined with foot-pavements. The *Calle de Alcala* is one of the finest streets in Europe, and is probably the only very fine street in Madrid. The *Puerto del Sol* is a large open area, where eight of the principal streets meet, and in which there is a great thoroughfare. Many of the convents, which gave such a gloomy aspect to the streets of Madrid, in common with the other large towns of Spain, have lately been removed. The royal palace is a most magnificent

place; it is a large square edifice, each front 470 feet long and 100 feet high, all built of white stone, and enclosing a court 140 feet square. On the south side of the palace is the royal armoury, which contains the greatest treasure of historical weapons in the world. There are three public walks: the *Prado*, 2 miles long, from north to south, on the east of the city, with rows of trees and several fountains; the *Paseo de las Delicias*, along the Manzanares, on the west side of the city; and the *Buen Retiro* gardens to the east, beyond the *Prado*. There are three theatres, several scientific and literary institutions; among which are the Royal Spanish Academy, containing museum of Natural History, and a few very fine pictures, the Royal Academy of History, and the *Estudios Reales de San Isidro*, a kind of university, which has sixteen professors. The two largest libraries are, the Royal Library, containing 200,000 volumes, some valuable manuscripts, and a rare collection of coins, illustrative of Spanish history; and the Library of San Isidro, containing 60,000 volumes. The *Museo* is a magnificent gallery of 2000 pictures, of which 46 are Murillo's, 10, Raffaelle's, 62, Rubens', 64, Velasquez', 34, Tintoretto's, and 43, Titian's, and contains some sculpture; to obtain admission a fee only is necessary; the New Museum was opened on the *Dos de Mayo*, 1842, by Espartero, and has also some works of art. Bull-fights are held every Sunday and Monday during Summer, which are frequented by most classes of the population, but chiefly by young men, and are doubtless unfavourable in their influence on Spanish society. They terminate for the summer season at the end of July.

In the environs of the city are the royal residences of *La Casa del Campo*, *La Florida*, *Mongloa*, *Zarzuela*, and *El Pardo*. There are four bridges over the Manzanares. Diligences daily to the Escorial, a magnificent edifice. Ask when there for the Sacristan, who can alone show the Mausoleum of Spanish Monarchs, the chapels, and other wonders of the place.

Madrid is about 680 miles S.S.W. of Paris, and 265 N.E. of Lisbon.

The railway, extending now from Paris to Bayonne, near the frontiers of Spain, and the communication thence by steamer and diligence, render the journey to Madrid comparatively easy.

For Railway information, see pages 34, 39, and 173. For Steamers from Bayonne, see page 183 Diligences to Seville, Santander, Bayonne, Valencia, and Barcelona.

Malaga.—60,000.—HOTELS, excellent. Alameda, De la Dunza, and others.

This city, which may be reckoned the fourth in Spain, is situated at the head of a bay, surrounded by hills, in the midst of a delightful country, producing wines and raisins, with almonds and other fruits in abundance, in the exportation of which its trade principally consists. Possesses a good reading-room; also a bull-ring. It is much frequented by British invalids during winter for its charming climate. Its unsheltered harbour is capable of containing 400 merchant vessels, and 60 sail of the line. The cathedral is an immense building begun by Philip II. at the time of his marriage with Mary of England, and over the gate may be seen their united arms. Malaga was in the hands of the French from 1810 to 1812. It is about 55 miles S.W. of Granada.—May be reached by steamer from Gibraltar in eight hours.

Diligences daily to Granada at 5 p.m. in 14 hours.

English Service is held in the Consulate House by the Rev. Charles Brereton.

Delightful summer quarters may be found a Torro Molinos, two leagues distant; at Alhaurin, 16 miles distant; and at Granada.

See special account of Malaga in DR. LEE'S "Spain and Its Climates."

Mataro.—*Stat.*—A thriving manufacturing town of Catalonia, with 13,000 inhabitants.

CONVEYANCE.—Railway to Barcelona, see page 171.

Port St. Mary's.—HOTELS: Vista Alegra, best; Fonda dal Colmada. A small town on the opposite side of bay from Cadiz, remarkable only for its shipping port and wonderful sherry cellars. Good casino here.

Seville.—100,000.—HOTELS: Europa, La Reyna, Fonda de Madrid, &c.

This is the capital of the province of Seville, and an archbishop's see, lying on the banks of the Guadalquiver, 45 miles from the Atlantic, and 212 S.S.W. from Madrid. Seville is adorned with many fine public buildings, the most noteworthy of which are, the cathedral, supposed by some to be the largest church in the world, next to St. Peter's at Rome, partly Roman, and partly Gothic in style; it possesses a large organ of 5100 pipes, and a Moorish steeple of curious workmanship, consisting of three towers with galleries and balconies, surmounted by a *giralda* or weathercock, and it is said to be 350 feet high, which be sure to ascend; a fine public square, in the midst of which is a beautiful fountain; the splendid palace of the Archbishop; the royal palace called the *Alcazar*, some parts of which are as fine as the Alhambra, one mile in extent, and flanked by large square towers, built with stones brought from the ancient temple of Hercules; the Exchange, a square building of the Tuscan order, each side of which is 100 feet long, and three stories high, where the records of the Spanish navigators are kept; the tobacco manufactory a large building with twenty courts, erected in 1757, at a cost of £390,000. There is also a large foundry and artillery depôt. The university contains nine colleges; and there are 120 richly endowed Hospitals. Seville contains a charming casino, English and French papers, &c.; the Casa del Ayuntamento (town house); fine old Moorish building; a beautiful modern palace of the Duke de Montpensier, some choice Murillos in the musée, and good paintings in the convent of La Caridad. The river Guadalquiver is nearly equal to the Thames here, and much superior to the Clyde, while the traffic on it is small. Formerly, Seville had an immense commerce, having been the principal entrepôt of the South American trade; but its principal trade now-a-days consists of the export of oranges. The river is crossed by an iron bridge, and on the other side is the suburb of Triano, where was the house of the Inquisition. The neighbouring country is very fertile, producing wine, corn

oil, &c. Seville was occupied by the French from 1810, till after the battle of Salamanca, in 1812.

CONVEYANCE.—Rail to Cordova, see page 172. Steamers to Cadiz daily in about 7 hours. Scenery down the Guadelquiver very dull.

St. Sebastian.—HOTELS: Lafitte, Fonda Neuva.

A town on the Bay of Briag, about 12 miles from Irun, celebrated for its siege by the British army under the Duke of Wellington. The situation is delightful, and any traveller at Bayonne will do well to visit it for a day or two. Lovely view from the rock. Graves of many British officers.

CONVEYANCES.—Malle-poste to Bayonne daily at half-past 3 p.m.; from the stables near the bathing-place, outside the town. Diligences to Bayonne daily at 5 & 6 a.m.; malle-poste to Madrid at 1 p.m. For steamers, see page 1806

Tangiers (Africa).—HOTEL: La Escosesa, kept by a Scotch lady. There are occasional but irregular opportunities for visiting this place from Gibraltar.

Toledo.—*Stat.*—25,000.

HOTELS:—Fonda del Norte y Mediodia, Fonda del Arzobispo, Fonda de los Caballeros, &c.

An ancient city, 40 miles from Madrid, stands on a hill, at the foot of which flows the Tagus. Streets narrow; massive Alcazar; magnificent cathedral, in which there is a fine choir, and lofty altar; and many chapels, including one in which the Mozarabic Ritual is used. St. Maria la Blanca, and El Transitu, formerly Jewish synagogues. St. Tomé. The sword manufactory still survives, but the city is quiet and seems to have retired from business.

CONVEYANCES.—Railway to Madrid and Alicante, see page 173.

Valladolid.—HOTEL, Fonda de Paris.

This city was formerly the capital of Spain, and is still the capital of Old Castile. It possesses an university, a museum which contains the best examples of Spanish carving in wood, fine cathedral of the classical order, many interesting churches, and large convents now applied to secular uses.

Valencia.—*Stat.*—126,000.

HOTEL FONDA CID, good.

This, the capital of the province of the same name, and the see of an archbishop, is a large and beautiful city, seated on the banks of the Guadalaviar in a fine and fertile plain; the approach by railway from Xatavia through the Huerta is unrivalled, rice, wheat, barley, pepper, citrons, oranges, pomegranates, olives, and palm trees growing in astonishing luxuriance. It is one of the busiest places in Spain, possessing manufactories of cloth and silk, and extensive printing establishments, which produce the greatest number of books in Spain, next to those of Madrid. The university is the most frequented in the kingdom; and the cathedral has a steeple 130 feet high, while one side of the choir is incrusted with alabaster, and adorned with splendid paintings of subjects taken from Scripture History. It contains many fine examples of Juanes the Valentian painter, for which enquire. The palace of the Viceroy that of Ciuta, the monastery of St. Jerome, the Exchange, & the Arsenal, are worth noting. Fine view from steeple of the cathedral. A spacious Alemeda or public promenade, the Grao or harbour 3 miles distant. The markets of Valencia worthy of special attention. There is also sea-beathing, and carriages called Tartanas ply to the sea shore.

Railway to Alcira, Jativa, and Alcudia, 34¼ miles, see page, 172; to Grao, 3¼ miles, see page 172; to Mogente, in connection with the diligences to Almansa; see page 172. Diligences to Taragona and Barcelona daily.

Xeres de la Frontera.—HOTELS: Paradr, Posada di Consolacio. Small town, 6 or 8 miles from Port St. Mary's by rail, remarkable for its enormous sherry vaults, well worth a visit.

From pages 381 to 476, see SPECIAL EDITION Price 3s. 6d., Published on the 1st of each Month, which contains an additional amount of useful Information and Maps not found in the 1s. 6d. dition.

CONTINENTAL ROUTES.

Being desirous of making BRADSHAW'S CONTINENTAL RAILWAY GUIDE every way suitable for the instruction and amusement of Travellers, as well as with a view of pointing out to them Routes of the most approved and agreeable character, we have determined to give in our future Special Editions brief but interesting particulars in reference to the Routes most useful to be followed in travelling through the various countries. We commence with—

ROUTE 1.

A Route through Switzerland.

We may first premise that the *route* given underneath, applies to travellers entering Switzerland rom Freiburg-in-Breisgau, at Schaffhausen, and leaving it at Bâsle.

Freiburg-in-Breisgau to Schaffhausen, by the Hollenthal.—The distance from the former to the latter place is about 50, or perhaps 52, English miles; and the mode of conveyance is by diligence, which performs the journey direct in about ten or twelve hours. The *route* is accomplished through the charming valley of the Hollenthal, or Infernal Valley, which presents the appearance, at its opening, of a flat and fertile plain, enclosed amid sloping and sylvan hills. Nearing the ascent, its original width becomes slowly contracted; and at about 42 miles from Schaffhausen, assumes a magnificently beautiful shade of romantic grandeur. Its woods rich in foliage, cover the steep sides, from which project out sharpened fragments of rock rugged and naked, having running at their base the Dreisam, whose banks are verdant with turf, and studded with mills. The scenery here will impress the mind of the tourist as partaking of a majestic wildness, blended with a picturesque beauty; Steig and Hirschsprung are the spots most remarkable for the exhibition of this wild and rugged grandeur. On the journey we pass Burg, remarkable from Moreau's retreat, in 1796. Ninety-four years previous to this Marshal Villars was deterred from attempting this pass, saying that he was not dare-devil enough. On our way we meet Steig, a post station, where the traveller may obtain good accommodation, on reasonable terms. Here a steep slope of the road leads the tourist out of the Hollensteig; and on leaving it, he parts with the finest scenery. At this juncture an extra horse is required for he ascent of the Hollensteig, for which 1fl. 12kr. must be paid. Opening in the distance is Himmelreich—called so, we presume, from the very elevated position of that part of the country. Passing Lenzkirch, and Bondorf, (nineteen miles from which is the magnificent Benedictine Abbey of St. Blaize,) we arrive at the top of the ascent, whence may be had a magnificent view of the Lake of Constance. Close by is the Castle of Hohenlupfen; and a little further on, after passing Stuhlingen, we cross a stream, and journeying on a distance of 11½ miles, we enter

Schaffhausen.—For a description of which, see page 353.

Schaffhausen to Zurich, by Eglisau.—Distance, twenty-eight miles; the mode of conveyance is by diligence, which makes the journey in about four to six hours. Hearing the roar of the Rhine Fall, and traversing a small portion of the Baden territory, we arrive at

Eglisau.—Situated on the Rhine, about 13 miles from Schaffhausen, and containing about 1700 inhabitants. The scenery of the passage of the Rhine at this place is very romantic. The water flows between hills covered with trees, and is crossed by an embowered wooden bridge. We next meet, at a distance of about four miles, Bulach, a town of 5,000 inhabitants, having some good inns. From here a magnificent view of the Alps, with their tops crowned by eternal snows, may be had. The descent to Zurich is very picturesque and romantic, passing through beautifully laid out gardens and vineyards, interspersed with beautiful villas and cottages. About two miles to the right is the hill of Weid, whence a rich view of the town and neighbourhood may be enjoyed. After this, nothing worth special notice presents itself, until our arrival at Zurich, described at page 354.

Zurich to Lucerne, across the Albis, via Hausen.—Distance, 33 English miles.—The journey is made by diligence, occupying about eight hours in the transit. A very fair new carriage-road leads to Zug, and crosses the High Albis.

Though the road is very zigzag and circuitous, yet the ascent can be accomplished per carriage with two horses. All along the route a very beautiful view of the Alpine chain, and of the greater portion of Switzerland, can be enjoyed. After skirting the Lake for a short distance, it crosses the Sihl, and wends to the inn of the Albis, where the tourist can get well accommodated, and obtain a magnificent prospect. Above the inn about one mile, is a height commanding an excellent view of the entire Zürichsee. Situated at the foot is the vale of Sihl, which is beautiful in its wooded slopes and picturesque scenery, and remarkable as having been the favourite sanctum of the pastoral poet Gessner. On the south is seen the Lake of Turl; not far from which is the Church of Kappel, where Zwingli died. Farther off is the Lake of Zug, behind which rise aloft in sublime grandeur Mounts Pilatus and Righi. At this point the horizon, reflecting the snowy chain of the Alps from Sentes to the Jungfrau, presents a remarkably brilliant appearance. Attaining the summit, 2,500 feet above the sea and 1,000 feet above the lake, we descend, touching on the right the small Lake of Turl. After traversing the new road along the western slope of the Albis, we arrive at HAUSEN. Near this place is Albisbrunn - a Water-cure establishment—where general travellers can board and lodge for 6 or 7fr. a day. From here the Bernese Alps can be seen to advantage.

HAUSEN.—A village of 6,000 inhabitants, painfully remarkable as being the scene of a sanguinary conflict, in which brother met brother in hostile combat, and, in the name of religion, sacrificed each other in remorseless fury. Here Zwingli fell on the battle-field. A monument is now erected on the spot where he fell, bearing on its entablature a Latin and German inscription. We next arrive at

RIFFERSCHWYL.—Lucern to Knonau, 10 English miles; Knonau to St. Wolfgang, 6½ miles. A good road to Zug, the Righi, St. Wolfgang, Gislikerbrucke, Brucke, Dierikon, and Ebikon; whence passing the monument of the Swiss guards, we enter

LUCERNE—described at page 350.—From Lucerne the tourist may proceed per steamer to FLUELLEN, distance about twenty-four English miles; the voyage is made in about three hours; see Alphabetical list of steamers. The fare varies from 1 franc to 4 francs, and the boat generally touches at Weggis. The journey, though short, will interest. The lake, very interesting in its natural proportions, is also singularly so by its historical recollections. Its shores witnessed the memorable events that guaranteed freedom to Switzerland and built unto Liberty a home and a sanctuary.

Leaving Lucerne—starting place near to the Hof Brücke—we soon hail Meggenhorn, and sail along through undulating hills, rich in verdure, and studded with picturesque villas and cottages—a scene beautiful in itself, but shadowed into a dark grandeur by Mount Pilatus. Further up, near the Bay of Kussnacht, to the right, is the Castle of Neu Habsburg. At the other side of the bay appears the stupendous mass of the Righi, whose sides are studded with forests, at the base of which lie fields, gardens, and cottages. Athwart the promontory of Tanzenburg the village of Weggis is seen; there tourists anxious to ascend the Righi disembark. To facilitate the tourist in his ascent, we here notice the

ASCENT TO THE RIGHI FROM WEGGIS.—The ascent presents many features of inducement not generally found surrounding other pleasure trips. The ease of the ascent, and the facility for obtaining accommodation at every stage, combined with the sublimity of the scene from the summit, render the excursion desirable and delightful. The visit should be made in order; and for this purpose the traveller should set out early, as, if he do not, it will be impossible for him to reach Staffel or Culon in time to witness the sun set—one of the most glorious scenes ever written on the picture page of nature; as any one who has ever beheld from the Righi the gorgeous luminary, bathed in floods of light and lustre, sinking calmly and silently, yet regally and grandly, into the golden ocean of his western dominions, can attest. All the interesting objects can be visited in a day, and are particularised below for the convenience of the traveller. A mule-path leads up the ascent, commanding a constant view of the lake. It first passes the Heiligen Kreutz, after which we next come to the Cold Baths, where we find a wooden inn, a small Chapel of the Virgin, and the Spring of the Sisters' Fountain. The first crucifix on the Kussnacht side is met at Leeboden, and a walk or ride through a succession of rich pasturage, intersected by beautiful and romantic paths, brings the tourist to the Righi Staffel, an elevated plain or platform chosen for viewing the effects of sunset. There the traveller can rest and enjoy the unrivalled scenery before him, after which he finds a very good inn, where he can get comfortable accommodation. Half-an-hour's walk further on brings him to Kulm, the most celebrated summit, where is also a large and good Hotel. From the Kulm is the best view. The Kealsbodenboch is famed in the ascent to the Culm. Another path branches off from Leeboden towards the right, which leads the tourist to pass the following interesting objects:—the Lieterli, the Kawseli, and the Kaltenbud or Schwesterbrunnen. From the north side very good views are obtainable of the Lake of Zug and of the town of Arth. On the west Lucerne can be distinctly seen; whilst on the south the objects seen are the Lakes of Alpnach and Saren, the Stanzer and Buochserhorn Mountains, behind which are The Alps, Berne, Unterwalden, and Uri—an unbroken reef—with their glaciers, embracing the Engelberger, Rothstock, and the Bristenstock, central between which and the Scellsberg runs the road of St. Gothard. On the east, the Alpine chain is seen to stretch along the horizon.

Resuming our journey towards Fluellen, the steamer proceeds through the Noses, immediately after passing which, we find ourselves shut out by high mountains. Running through the oval basin called the Gulf of Buochs, we touch at Beckenreid, Gersau, and Brunnen, opposite which we change our entire course and sail along the Bay of Uri, for Grutli, a short mile or two from which is Tell's Chapel. After this, we arrive at

FLUELLEN—described at page 347.—From Fluellen we proceed to visit the PASS OF ST. GOTHARD, per Altorf; Burglen, birth-place of William Tell; Amsteg, where there are good inns; and Wasen, a village of about 6000 inhabitants, on the left bank of the Ruys. Close by here is a toll, where each tourist is charged a small sum, equal to about one halfpenny English, and each carriage from 1½ to 2 frs. The first part of the way to the St. Gothard is rich in beautiful scenery; but from Wasen, up towards the Goschenen, there is an aspect of savage grandeur, not at all diminished by the narrow ravine of the Schellinen, circled for nearly four miles by stupendous rocks of granite.

THE DEVIL'S BRIDGE.—The stern and savage grandeur of this portion of the Pass far excels that of all the rest. The fearful gorge shoots out a lofty cataract, the fall of which is awfully majestic; its sheets of water rolling down in sublime grandeur, lash the opposite sides in broken fury, and lave with foam the surrounding space, until again dashed back and broken into spray. Two bridges span the torrent. The Devil's Bridge and the defile of Schellinen were the scenes of an obstinate contest during the campaign of 1799, when, on the 14th of August, the French columns, under Lecourbe and Loison, drove the Austrians up the valley of the Reuss. Just above the bridge, the road passes through a tunnel cut through the rock, called "*Hole of the Uri.*" Emerging from this, the traveller finds himself in the beautiful valley of the Urseren, which forms a deep contrast to the savage gorge just left behind. About one mile further brings us to

ANDERMATT.—A small village with about 700 inhabitants, and the chief place of the valley, 4,450 feet above the level of the sea. Honey, cheese, and splendid trout can be had here. Behind Andermatt a bridle-path leads over the Oberalp, and by its lake to Disentis, in the Grisons.

Taking a direct road from Andermatt, we arrive at Hospital. From here a mule-path over the Furca leads to the glacier of the Rhone, (a journey of about six hours,) whence the Hospice of the Grimsel can be reached in about two hours.

From Hospital the journey to the Grimsel can be made in about six hours. A splendid panoramic view of the Grimsel, and of the adjacent peaks and glaciers, can be enjoyed from the summit of the Sidelhorn, on the right of the path to the Furca.

FROM GRIMSEL TO THE GRINDELWALD, *via* MEYRINGEN.—Distance, forty-one English miles.—Leaving Grimsel, we pass through a forest of fir and arrive at Handek, where we can find comfortable refreshment. This spot is situated a few yards' distance from the Falls of the Aar—the noblest cataract in Switzerland. From here a short walk of about an hour brings us to

GUTTANEN.—A small and retired village. Proceeding on, we enter a ravine created by the expansion of the Im Boden; and going further, we enter the basin valley of Upper Hasli. Meeting the vale of Hasli, and crossing the Aar, we arrive at MEYRINGEN—described at page 352. From this place to Grindelwald the distance is about 21 English miles; and the journey is accomplished in about eight hours. The journey is made at first by a path through a delightful valley, at either side of which is heard resounding the cadence of beautiful waterfalls. Passing the Baths of Rosenlaui, where we find a few rude tubs, serving as baths, the waters of which are mineral, we reach the Glacier of Rosenlaui, white as snow, and then the Scheideck, the ascent of which is rather easy. From here we reach Grindelwald in about three or four hours.

From Grindelwald we move on, across the Wengern Alps, to Lauterbrunnen—a village containing about 1400 inhabitants. The houses are all wooden, and broadly scattered over the banks of the torrent. It is 2450 feet above the level of the sea, and buried, as it were, among precipices. The Staubbach fall of water is worth seeing. It is about one mile from the inn, and is one of the loftiest in Europe. Visiters should not leave here without exploring the upper valley of Lauterbrunnen. Very little of interest is to be met with on the route to INTERLACHEN—described at page 350.

INTERLACHEN TO THUN.—A good carriage-road exists by the southern shore of the lake. The journey by water is preferable. A diligence conveys the tourists to Neuhaus, where the steamer takes them up for Thun. On the voyage up the lake we see the village of Merligen, at the rear of which is the Juster Thal. Sailing by the rocky promontory called the "Nose," we proceed to pass the Castle of Spietz, founded, it is said, by Attila. As we get into Thun, we find the banks on the south side studded with picturesque villas and romantically-planned gardens—whilst on its northern side are uninteresting hamlets and rugged scenery.

THUN—described at page 353.—The distance from Thun to Berne is about 17 English miles, and the journey is made by diligence or *voiturier*, which costs 17 or 18 frs., unless it be a return one, when 11 or 12 frs. suffice. The road is an excellent one, and on a clear day commands a very fine view of the Alps. The scenery of the valley of the Aar is also beautiful, and will delight the tourist. The principal place met on the route is the little village of Munsingen, only remarkable as having been the spot where the oligarchical rule was overturned in 1849, and a new constitution adopted. The Stockhorn is also passed, and presents an agreeable prospect.

BERNE—described at page 346. We leave Berne through the Gate of Mora, and proceeding through a very fertile though rather commonplace country, we arrive at Neuenieck. Here we cross the stream separating the two cantons, Berne and Freiburg. We get into the new road at this point, after crossing the bridge. The way leads along the bank of the river, through beautiful scenery. Before entering Freiburg, the view is impressive in the extreme. Its picturesque beauty is deeply reflective of solemn and romantic grandeur, as, rounding the hill leading into the valley of the Saarine, the venerable battlements, capped with innumerable towers, burst upon the vision, revealing the deep gorge of the opposite side. Close to the summit of the hill is the large old building once the Jesuits' Pensionat; near it the Jesuits' College, the Tower, and Church of St. Nicholas

beyond which is seen the Suspension Bridge, over which the traveller enters

FREIBURG—described at page 347.—We leave this place by diligence, and proceed through a fairly interesting country, until we arrive at

BULLE, about 15 miles from Vevay.—Bulle is a very industrious town, containing 1600 inhabitants. It is half way between Freiburg and Vevay. From Bulle we proceed again by diligence along the road skirting the west base of the Moleson, and passing Chatel St. Denis, remarkable for its picturesque beauty and elevated castle on the left bank of the Vevayse. A very good road leads us, by an easy descent, to

VEVAY—described at page 353.—From Vevay to Martigny, by Montreux, Villeneuve, Aigle, and Bex, the journey is made by diligence. Leaving Vevay, the first object of interest met with is the Tour de Peilz—a small town, built in 1239 by Count Peter of Savoy. It contains the ruins of a fortified castle, and is about 1 mile from Vevay and 2½ from

CLARENS.—This spot must ever be associated with sentiment and song, as described by Rousseau in Nouvelle Heloise. From here a splendid view of the lake and valley of the Rhone, and of the opposite shore, can be had. Our own Byron has also immortalised it in a poem, in a part of which he sings—

> 'Twas not for fiction chose Rousseau this spot,
> Peopling it with affections; but he found
> It was the scene which passion must allot
> To the mind's purified beings."

Here jutting rocks, towering ruggedly from the banks of the lake, supplant the gorgeous scenery of hills and vine-clad undulations that characterise and adorn its banks all through from Geneva.

MONTREUX.—Here there are one or two good inns. The climate, owing to the sheltered position of the place, is healthy and mild, rendering the village a delightful winter quarter for invalids unable to cross the Alps. From the eminence on which it is built very good views can be commanded; and under the rock, on which the parish church is erected, there is a magnificent grotto adorned with incrustations of mosses, stalactites, and other concretions, called Confette di Tivoli. Two miles beyond Montreux is the celebrated Castle of Chillon. It communicates with the road by a wooden bridge, and stands solitary and alone —a striking monument of feudal despotism. It is a building of the thirteenth century, and owes its origin to Amedeus IV. of Savoy. Byron has consecrated it as a part of history for ever, in his celebrated poem, "The Prisoner of Chillon," in which he thus apostrophises it:—

> "Chillon! Thy prison is a holy place,
> And thy sad floor an altar; for 'twas trod
> Until his very steps have left a trace,
> Worn as if the cold pavement were a sod,
> By Bonnivard! May none those marks efface!
> For they appeal from Tyranny to God."

Our [illegible] from here we meet

VILLENEUVE.—It is built on the eastern extremity of the Lake of Geneva, and contains about 1500 inhabitants. Here the road leaves the borders of the lake, and enters the valley of the Rhone. A diligence or railway takes us on, passing l'Aigle, to

BEX.—A village on the road to the Simplon, containing about 4000 inhabitants, and only remarkable for its salt mines and works; situated in the valley of La Gryonne, about three miles from Bex, from which there is an excellent carriage-road through picturesque and delightful scenery, to the mines. *Pensions* here per day, 4fr. 50c.

BRIDGE OF ST. MAURICE.—This bridge connects the cantons of Vaud and Vallais. Immediately beyond it, on the left bank of the Rhone, is the old town itself, embedded among mountains.

ST. MAURICE contains about 11,000 inhabitants, and derives its name from the traditional surmise that, by order of Maximilian, the Theban Legion under St. Maurice were put to death in 302 because they would not apostatize from the Christian faith. The tourist who visits St. Maurice should make it a point to see the Abbey, a building of the fourth century. Its objects of attraction are the Museum of Ancient Art—a vase of Saracen execution, presented by Charlemagne—a golden crozier of a spire-like form, exquisitely carved—and a second one, presented by Bertha, Queen of Burgundy.

Leaving ST. MAURICE, we can see the Bath-House of Savoy. It is built on the right bank of the Rhone, over a sulphureous spring. We also see rising far above the road the Hermitage of our Lady of the Rock. Passing on for about seven miles, we see the celebrated waterfall of the Sallenches, the fall of which is about 120 feet. Crossing the stream of the Trient, as it descends from the Tête Noire, and meeting the Castle of La Batie we arrive at

MARTIGNY—described at page 351.—The distance from Martigny to Chamounix is about twenty-three or twenty-four miles, and may be accomplished in from nine to eleven hours by mule or foot. The road commands a very good view of Mont Blanc. The path from Martigny leads over the Forclaz. The hamlet of Trient lies to the left far deep in the valley, beautifully situated among meadows. From here the journey begins to be accomplished through the forest of the Forclaz, emerging up the valley of the Trient, and crossing the pulverised excrescences of the winter floods, opposite the forest pointing to the Col de Balme. After climbing up a fatiguing ascent, the traveller enters on the pasturages and farm-houses of Herbagères. From here the ascent is rather slow and facile to the top, where bursts upon the astonished vision one of the most glorious scenes ever painted by the hand of Almighty intelligence on the large volume of nature. Mont Blanc, reposing in the vale of Chamounix, surrounded by the needle-peaked La Tour, l'Argentière, Verte, de Dru, Charmoz, and Midi, each of which is separated by its own polished glaciers, reflecting back the mighty proportions of their giant monarch, appears like a model Atlas bearing heaven on his shoulders. At his feet lies the vale, and at its extreme point the Col de Voza. To the right are the Aiguilles Rouges, whilst beyond them, enclosing the valley, stretches the Brevent, to the rear of which is seen

the Mortine, supporting the snow-capped summit of the Buet. The scene, after being viewed, will remain impressed on the mind for ever. Its gorgeous grandeur, rugged majesty, and brilliant scenery, can never be forgotten. Descending, we pass the source of the Arve, and traverse the fine pasturage of Charamillan to the village of La Tour, a little below which the path meets the road to Chamounix by the Tête Noire. To reach Chamonix by the Tête Noire pass, one of the most strikingly beautiful in Switzerland, we leave the preceding route at the village of Trient, and crossing the river Trient, turn to the right, through a magnificent pine forest (Sapins); the river rushing madly over the rocks between the road and the precipitious Mont de bel Oiseau, which nearly overhangs it. At the distance of one league, we arrive at the excellent mountain Inn, *de la Tête Noire*, situated on the angle of a precipice, some 1200 feet above the meeting of the waters Trient and Eau Noir. Here we must look at the village of Finshauts, just across the deep gorge, 6000 feet high, on the side of the mountain, after which it is called, and watered by five or six cataract rills, which in the distance look like silver cords. On the sides of the hills, wherever it was possible, the rocks have been converted into fruitful fields, by means of walls and terraces filled with earth. Leaving the hotel, we pass through the *Roc Percé*, a short tunnel, and then again we see the deep gorge of the Eau Noir, below us 1000 feet, and the verdant and beautiful Mont Loriaz above. We then pass on to la porte Chaletard—all that now remains of the ancient fortress, built to defend this frontier pass. Soon after we see the cascade de la Barberine, 300 feet high, from Mont Taunevargis; and then passing by the village of Valorsine, the Aiguille de l'Orient, and Mont Buêt; were join the Col de Balme route at the village of Argentierres, the frontier custom house of the kingdom of Sardinia.

CHAMOUNIX—described at page 346.—The distance from here to Geneva is about 52 English miles, and the journey is performed by mule or *char-a-banc* to St. Martin, thence by diligence to Geneva, and the time occupied is nine or ten hours. Leaving the village, we proceed about a league and crossing the Arve below the Glacier of Bossons, we follow the road to the right bank of the stream for about a mile, when, if it so suits, we can turn off and visit the Cascade du Dard, and the ruins of the Pelérins, recently destroyed by an *eboulement*. Passing numerous torrents, we traverse a valley, arrive at Les Montets through some meadows and leading out of the village of Les Ouches. At Montets, Mont Blanc appears brilliant in the extreme. Crossing Pont Pelissier, we reach

SERVOZ—We emerge from here through a forest to the road, and proceed through Chêde to the valley of the Arve, a little at this side of St. Martin. Proceeding across the bridge of St. Martin, we reach

SALLENCHES—A small town about 36 or 37 miles from Geneva, containing 2100 inhabitants. From the bridge we enjoy one of the best Alpine views of Mount Blanc. On coming within a short distance of Maglan, the road nears Nant d'Arpenaz, one of the highest waterfalls in Savoy. Outside Maglan, where the precipices retire a little to the left; and at the summit of the mountain, 900 feet above the valley, is the Grotto of Balm, approached by a mule-path. Proceeding on through a narrow valley we reach

CLUSES—A small village containing about 2000 inhabitants, and famous for its watchmaking trade. It was burned down in 1843, but has since been rebuilt. Crossing the Arve by a stone bridge, we leave Cluses and pass the villages of Vaugier and Scionzier, shortly after arriving at

BONNEVILLE—A small place containing about 2000 inhabitants.

NANGY.—A small village.

CHESNE.—Before arriving here, and on reaching Annemasse, the tourist's passport is examined, and if found *en règle*, no trouble is given in reference to the baggage. Passing for some miles through a road lined with neat gardens and cottages, we arrive at

GENEVA.—See page 348.—From here we set out for Lausanne. The journey can be made by diligence or steamer daily. Leaving Geneva, we pass through a country studded with picturesque villas and neatly laid out gardens. There is scarcely one spot in Europe presents so many attractive features, in reference to situation and beauty, as the shores of the lake. Passing Versoix, now an inconsiderable village, we arrive at

COPPET.—A small village containing about 700 inhabitants, and possessing no objects of interest, save its chateau, once the residence of Madame de Stael.

NYON.—A town containing about 3000 inhabitants, built on an eminence, but possessing no objects worthy of notice.

ROLLE.—A small village surrounded by hills studded with vineyards.

MORGES.—From here to Lausanne the journey may be made by railway. A small town, with 3000 inhabitants. Adjoining its Port is the venerable old Castle of Wuffiens, said to have been built by Queen Bertha. Before entering Lausanne, the view of the town is very beautiful indeed. At the entrance of the suburbs is the village of Ouchy, where we find an inn, in which Lord Byron wrote the "Prisoner of Chillon," finishing the poem in two days, in June 1816, being detained at the inn by severe weather. Passing through the Promenade of Montbenon, we enter

LAUSANNE.—See page 350.—LAUSANNE to BASLE, by YVERDUN, NEUFCHATEL, and BIENNE. The journey from Lausanne to Yverdun, is made by railway. The country through which we pass is rich and picturesque, and the first place of note met with is

ECHALLENS—Situated on the river Talent with 800 inhabitants.

YVERDUN.—See page 354.—From here we sail up the lake, passing Grandson, a small town, containing 900 inhabitants, and arrive at

NEUFCHATEL—described at page 352.—The steamer carries us on to

BIENNE.—See page 346.

BIENNE TO BASLE.—Conveyance by railway, also by diligence, through the valley by the left bank of the Suze, meeting on our way several small cascades.

SONCEBOZ.—A small village of no note.

PASS OF PIERRE PERTUIS.

Proceeding through a valley, and up an ascent, we arrive at

TAVANNES.

MALLERAY.

Journeying through the small plain of Taverney, we pass through a magnificent defile, and see the Birs foaming at the bottom, overshadowed by cliffs and firs; after which we arrive at

MOUTIERS.—The village contains about 1,250 inhabitants, and derives its name from an ancient minister of St. Germanus.

COURRENDELIN.—Passing Delémont and St. Jacob, we enter

BASLE, whence we proceed home through France.

ROUTE 2.

Martigny to Milan, by Sion, Brieg, Domo d'Ossola, and the Passage of the Simplon.

(Distance 179 English miles.)

PASSPORTS.—Tourists intending to cross the Simplon should have their passports *visé* by the Sardinian Minister at Geneva or Lausanne, unless British subjects with Foreign-Office passports; and in *all* cases by the Austrian Authorities in the last country in which they have resided.

CONVEYANCES.—Diligences run daily to Milan, making the journey in 58 or 60 hours, and making Brieg a sleeping-place.

Quitting Martigny, we proceed for a short time through sterile rocks and mountains. Passing Reddes, the aspect of the country altogether changes—the luxuriant pasturages, rich vineyards, picturesque villages with churches, and the ruins of ancient castles, &c., now met with, presenting a deep contrast to the barren ruggedness just left behind. And, as we approach Sion through the valley of the Rhone, we behold nothing but scenes on which the eye loves to rest and memory to linger. The low grounds intersected with rivers, the adjacent mountains studded with villas and chastely-wrought buildings, and the extreme horizon bounded by the Alpine heights—all form a group scene deeply touching.

SION.—Is the chief town of Vallais, with a population of three thousand souls. It stands on the declivities of three hills, and possesses three extensive castles, built on each declivity. The third castle, called Tourbillon, contained portraits of the bishops of Sion from the year 300; it is now in ruins. Here we find several Roman antiquities, one of which is a half-effaced inscription to the memory of Augustus, near the door of the cathedral. The landscape painter will find the castles of Sion and Montargis, seated on rocks above the town to the right, special objects of interest. The Hospital is worth a visit. Leaving Sion, we proceed through a beautiful country, rich in rural beauty, and fruitful of vineyards and pasture lands irrigated by the Rhone.

SIERRE.—A pretty little village. The people here, and indeed throughout the Vallais, speak German. Quitting Sierre, we cross the Rhone, traverse the forest of Finges, and pass Leuk, nine miles above which are the Baths, worth seeing—the gorge of the Dala opening behind it. Travellers in carriages usually turn off here to visit the Baths, and ascend the lofty and sterile Mount Gemmi.

TOURTEMAGNE.—Remarkable only for the cascade behind it. The approach to this place presents us with a view of the entire Alpine chain, connecting the Simplon and St. Gothard. From here we drive to

VISP.—It is seated on the banks of the Visp—a river as large as the Rhone. It was once the residence of very many noble families, whose stately palaces are now in ruins. It is now a miserable village. From here we proceed to Brieg, passing Glys, where the ascent of the Simplon begins. From Visp to Lermatt, 30 mile, mule-path.

VIEGE, OR VIESEH, very near to Visp, from whence the traveller may diverge to visit the Eggishorn and the Alersch Glacier, and obtain one o the finest views in the Alps.

BRIEG.—Is a small town, containing about eight hundred inhabitants, and is the usual resting-place for travellers crossing the Simplon. The only buildings worth notice are the Chateau of Baron Stockalper and the Jesuits' College. At this town the Simplon road leaves the valley of the Rhone. The distance from Brieg to Domo d'Ossola is about fourteen leagues or forty-two English miles. It takes seven hours to reach the Simplon, and three or four to Domo d'Ossola. Before describing the ascent, it may be well to observe that the route over the Simplon was planned by the Emperor Napoleon in 1801, immediately after the sanguinary battle of Marengo. It was constructed at the united expense of France and Italy. On the side of the Haut Vallais, the work was carried on by M. Céard, representing France; and by Giovanni Fabroni on the part of Italy. Commenced on the Italian side in 1800, and on the Swiss side, in 1801, the work occupied six years in completion, giving employment to over 30,000 men. This road is the only one over the Alps, where human skill and labour have succeeded in hewing out a practicable passage for waggons and artillery. Between Brieg and Sesto, it passes over 611 bridges, besides the colossal constructions of masonry, consisting of ten galleries of solid stone, and twenty houses of refuge. It is twenty-five feet broad. It cost £5000 per mile.

From BRIEG to the left is the road to the Rhone Glacier, and footpath to the Hospital on the St. Gothard-road, and to Meyringen, by the Grimsel pass.

ASCENT OF THE SIMPLON.—The first work of the ascent of the Simplon is a bridge thrown over the Saltine, consisting of a lofty and spacious arch. On the left we pass a chapel, with several small oratories leading to it; from here we ascend to a forest of fir through beautiful windings. The openings of the forest present us with delightful views

of the valley of the Rhone, shrouded by snow-capped Alps, with their king, Mont Blanc, towering majestically above them. Traversing precipices, we reach the first gallery, and crossing the lofty

PONT DU GANTHER, fine cascades, and romantic glens present themselves, until we reach the third refuge, called

BERESAL.—It consists of two buildings connected by a roof. Passing this refuge, we see a splendid variety of Alpine flowers growing amid verdant lawns of turf; and crossing the bridges of Orsback and Saltine, (close to the bottom is a magnificent cascade,) we enter a grotto, leaving on our left the Kaltwasser glacier, from which falls four cascades, whose waters dash themselves into the chasms below. Following out our ascent, we reach an eminence over which nature seems mourning in desolate abandonment. No tree, no shrub, no green spot greets the vision; all is melancholy and awful desolation. Close to this desolate spot is the glacier grotto, to the right of which is the Hospice, inhabited by monks belonging to Mount St. Bernard. Here there is no stabling or fodder for horses, but travellers are very comfortably accommodated.

An extensive valley of considerable width occupies the summit of the Simplon; all about is devoid of picturesque interest. A gentle descent brings us to the seventh refuge, situated about three miles from the village of the

SIMPLON.—Travellers should take care not to be imposed on by representations to the effect of there being no horses. A wooden sabot should also be procured, to save the cross drag of the carriage, as the descent is steep and rapid. As we descend, on the right are lofty barren rocks, and roaring torrents on the left. Nine leagues from Brieg and five from Domo d'Ossola, we reach the Gallerie d'Algaby, the first excavation on the Italian side. The road passes through this gallery; and sloping gradually, enters the Gorge of Gondo—the grandest but yet most awfully savage in the Alps. Crossing the Doveria by a wooden bridge, we next pass over the Francinodi waterfall; and after wending through several zigzag turnings, we arrive at

GONDO, and leave the Vallais. This village consists of a few miserable huts congregated round a tower seven stories high. A short walk down the right of the torrent leads us to the gold mine of Zurichbergen. We enter Italy a short time before our arrival at the village of

ISELLA.—Here the passports and luggage of travellers are examined. This part of the road, for nearly eight miles, was destroyed by the tempests in 1834 and 1839. The road altogether, on the Sardinian side of the Pass, is in very bad repair. At this point of the journey the scenery assumes a different aspect. In place of naked ruggedness it puts on green foliage, and shrouds the road with the shade of the sombre fir, that clothes the tops of the mountains. The last gallery of the pass is traversed previous to meeting Crevola, at which point we cross the Doveria by a bridge sixty-six feet high, with two arches. The changed aspect of the scenery and climate here proclaim our entrance into Italy.

DOMO D'OSSOLA.—A small Italian town, remarkable for its grotesque appearance and its idle lazzaroni only. From here the ascent of the Simplon occupies seven or eight hours, and twelve or thirteen from here to Milan.

VOGOGNA.—Is a small village, with the valley of Anzasca, leading up to Monte Rosa, opening up before it; a scene worthy the tourist's special notice.

ORNAVASCA.—Near here are the white marble quarries, from which stone for the Milan Cathedral was procured. At Gravellona we cross a large bridge, and following the road leading up its left bank, we arrive, in a couple of hours, at the lake of Orta, one of the most beautiful on the Italian border. Lake Maggiore, and Isola Madre—the most northern of the Borromean Islands—burst on the vision here with great effect. Not far beyond this place will be found the rose granite quarries; the colour is produced, it is said, by the influence of the felspar in it, which mineral abounds here in elegant flesh-coloured crystals.

BAVENO.—Close to the lake. Diligences from here to Milan in 9 hours.

BOATS.—Parties wishing to visit the Borromean Islands, will here find boats at the following rate:—For two hours, with two rowers, 5 fr., and 1 fr. per hour after; an hour once commenced is counted as full.

ASSES may also be hired here at 4 frs. each, to ascend the Mont Monterone, towering in the rear of the village, and commanding a magnificent panoramic view of the Alps. The top is 4,360 feet above the level of the sea. The descent may be made by the opposite side to Orta, accomplishing it in three hours, and returning to Omegna in about two hours' walk.

CUSTOM-HOUSE OFFICERS are constantly met with along the western shore of the lake as far as Sesto. At Sesto search is made on travellers landing or embarking for Austria or Switzerland. The release of baggage costs ½ fr.

THE BORROMEAN ISLANDS.—We embark at Baveno on the lake Maggiore for these islands. Travellers proceeding to Milan by carriage, should send it round to meet them at Stresa. Each morning the steamer navigating the lake, passes near the islands *en voyage* to Sesto, and touches there again on its return in the afternoon. This enables the tourist to see them; and if he will leave Baveno early, he can reach Sesto.

PALENZA.—The steamer calls here for passengers every morning at about half past 8 o'clock, and a boat plies between here and Baveno.

LAGO MAGGIORE.—This lake, on which these islands are situated, was anciently called *Verbanus*. It is computed to be 56 Italian miles long and 3 ½

9 broad, and towards its centre is about eighty fathoms deep. It presents an enchanting picture. Forest trees, olives, and vineyards, interspersed with picturesque hamlets adorn and ornament its banks; whilst from out its placid bosom rise three small islands, two of which contain beautiful palaces and gardens—the property of the Borromean family. Passing Isola del Pescatori, Isola Bella is met with. This island is looked upon as the most beautiful of the three. It is a magnificent garden, consisting of ten terraces, the lowest of which rests on piers shooting into the lake, studded with beautiful sculpture, lined with cypresses, and rising like a pyramid, one above the other. A very great variety of fruits and flowers grows on them, such as the orange, citron, myrtle, &c. The Palace is worth seeing, and contains many very excellent paintings. We also find a very good inn on the island.

The Isola Madre rears a good many rare plants, and it will be found worth a visit.

After visiting the islands, the tourists embark for Sesto. Before reaching Arona we meet, a short mile distant, approached through a beautiful country, the magnificent statue of Charles Borromeo, wrought in bronze, by Zonelli, and measuring, with Pedestal, 106 ft. in height. The statue is erected on a hill overlooking

ARONA—A small old town, containing about 4,400 inhabitants, built on the margin of the lake, and having the Simplon road running through a part of it. At the lower end of the lake a splendid view of the snowy Monte Rosa is enjoyed; and a ferry-boat carries us over the Tecino into the Austrian-Lombardo territory met with at

SESTO CALENDE.—Here passports are *strictly* examined; and no traveller is permitted to pass the frontier, without his passport is provided with the *visa* of an Austrian minister. If he have not that, he has to return to Turin or Berne to procure it. The town is built on the left bank of the Tecino, shortly below the place it leaves the lake, and contains only one structure worthy of notice, the church of St. Donato, a building of the middle ages. From here we pursue our route to Milan through the great Lombardo plain, a level route made between gardens and fruit trees; the country along is fertile and rich in the extreme. Passing

GALLERATI, CASCINA DELLE CORDE, and RHO, outside which is a beautiful church, we enter Milan through the

ARCO DEL SEMPIONE—A structure begun by Napoleon, and finished in 1839 by the Austrians.

MILAN.—Described at page 363.

ROUTE 3.

A Fortnight's Tour in the Autumn.

[BY H. C.]

LONDON TO PARIS, *via* FOLKESTONE AND BOULOGNE, in 10¾ hours.

The attention of visiters to Paris should be directed to the Chapelle St. Ferdinand, erected on the spot where the Duke of Orleans died in 1842, and to the Chapelle Explatoire, on the spot where the remains of Louis XVI. and Marie Antoinette were interred after being guillotined.

PARIS TO STRASBURG by Railway, in 10 to 16 hours.

The beautiful monument erected in memory of Marshal Saxe, in the Protestant Church of St. Thomas, at Strasburg, should be visited by every one.

STRASBURG TO FREIBURG, by Railway from KEHL, in 3½ hours.

At Freiburg, travellers should ascend the Schlesberg, a little hill about a quarter of an hour's walk from the Neustell, and which commands a beautiful view of the valley of the Treisam, having the hills of the Black Forest in the distance.

FREIBURG to SCHAFFHAUSEN, through the HOLLENTHAL and BLACK FOREST (51 miles). Eilwagen in 11 hours.

Though the distance is only fifty-one miles, yet the road is so hilly that eleven hours are required. The Hollenthal, a magnificent defile, through which the waters of the Treisam force their way to join the Rhine, ought to be visited by every lover of picturesque scenery. An omnibus leaves Freiburg every morning, in the season, for Steig, at the extremity of the Pass, returning in the afternoon or evening. The road to Schaffhausen, after climbing out of the Hollenthal by a very long and steep hill, passes through the Black Forest by Lenzkirch, Boudorf, and Stuhlingen; it is a picturesque route, though inferior in scenery to the Hollenthal. Shortly after leaving Stuhlingen the road crosses the Wulach, a small stream which separates Baden from Switzerland.

SCHAFFHAUSEN.

Steamers daily to Constance up the Rhine—a beautiful sail—in 6 hours. Eilwagen daily, along the south side of the river, in 4½ hours.

The road to Constance is carried along the Swiss, i.e., south side of the Rhine, and presents many beautiful views of the river, whose banks are here and there richly wooded; also of the Unter See, or Lower Lake of Constance. Steckborn is the only considerable place on the route. At Constance Baden is re-entered.

CONSTANCE.—This is an ancient and apparently decayed city, situated at the point where the Rhine flows out of the Lake. It is chiefly noted for the Council held here 1414–1418, by which John Huss and Jerome of Prague were condemned to death as heretics, and burnt, in violation of the safe conduct given to them by the Emperor Sigismund. The

Hall where the council was held is shown; Huss's bible and other relics of him; also, in the Cathedral, the flag upon which he stood to receive sentence of excommunication. The place of martyrdom is in the suburb of Bruhl, a little distance outside the city.—— The Rhine is crossed at Constance by a curious, long, covered wooden bridge. The navigation of Lake Constance is accomplished by seven or eight steamers, which keep up a communication two or three times a day with the principal places upon its banks. The traffic upon Lake Constance has received a considerable impetus from the formation of a port at Friedrichshafen, the southern terminus of the Wurtemberg railway, and by the completion of the Bavarian railway to Lindau, by which it is brought into communication with the system of railways in that kingdom, as well as with those of northern Germany. The northern banks of the lake are flat, but the southern side presents a series of picturesque views, having the mountains of Appenzell and St. Gall, together with those of the Tyrol, in the back ground.

CONSTANCE to LINDAU, by Steamer on the Lake, in 5 hours.

LINDAU.—The Bavarian frontier town is built on an island in the north-eastern corner of the lake, and connected with the mainland by a long wooden bridge. It is a place of great antiquity, having formerly been a Roman station. A fragment still exists of a wall, called the "Heidenmauer," attributed to that people. This town suffered greatly during the thirty years' war, having, in common with many other parts of the territories of the Elector of Bavaria—their most formidable opponents—been devastated by the Swedes. At present, Lindau has a population of upwards of 3000, the majority of whom are Protestants.

A pleasant excursion of 6½ miles may be made from here to Bregenz. The road lies along the shores of the lake, and at Loschau crosses the Austrian frontier. Bregenz is a good starting-point for an excursion into the Tyrol, as Innsbruck can be reached from here in about 2½ days' posting, or by a daily diligence through Feldkirch and Landeck. Travellers should not omit to ascend the "Gebhardsberg"—a hill behind Bregenz—the summit of which may be reached in about twenty minutes, and commands a magnificent view, embracing the whole expanse of Lake Constance, the snow-capped mountains and glaciers of Appenzell, together with the lofty peaks of the Rhenane or Tyrolese Alps.

LINDAU to AUGSBURG. By railway.

There is nothing remarkable on the route to Kempten; the country is, however, pleasantly diversified, being here and there richly wooded. Occasional views are obtained of the snowy mountain ranges in Switzerland and the Tyrol. Large forests abound in these parts of Bavaria.

Kempten was formerly an imperial city; it lies on the Iller, and has upwards of 6000 inhabitants; it is believed to be an old Roman station.

The railway from Kempten to Augsburg requires 3¼ hours,—the curves being very frequent, and the gradients difficult, a great speed cannot be attained. The only important place passed is Kaufbeuern, once an imperial city, and at present containing about 4000 inhabitants.

AUGSBURG.—The Hotel "Drei Mohren," was formerly the mansion of the Fuggers, the merchant princes of Augsburg; and the apartment is still preserved and shown, in which Count Anthony Fugger entertained the Emperor Charles V. on his return from the campaign against Tunis; on which occasion he destroyed in a fire of cinnamon, the Emperor's bond for a large amount, which he held as security for the funds supplied by him to enable Charles to undertake the campaign. Augsburg has been the seat of many important diets of the empire. The Allgemeine Zeitung, the leading German newspaper, is published here by Baron Cotta.

AUGSBURG to MUNICH, Railway (39 miles) in 2 hours.

The Bavarian railways having only one line of rails, and the trains having to wait at certain stations for others to pass, considerable delays frequently occur. The country between Augsburg and Munich is flat, and the scenery only enlivened by occasional distant glimpses of the mountains in the Tyrol. Shortly before reaching Munich, the royal palace of Nymphenburg is passed.

MUNICH.—See page 320. The colossal statue of Bavaria, by Schwanthaler, a female figure in bronze, 61½ ft. high, of most beautiful proportions, advantageously placed on a slope which rises gently from the west side of the Theresien Wiese, is the finest work of art in Europe. The many other bronze statues, in various parts of the city, are well worthy of observation.

The English garden on the northern side of the city, a plot of land four miles long, and through which the waters of the Isar are conveyed, is beautifully laid out, and forms a delightful promenade.

Returned to Augsburg

AUGSBURG to ULM

The Railway is now finished from Augsburg to Ulm. The country is undulating, and in some parts richly wooded. The road passes through Tussmarshausen, Burgau, and Gunzburg, dirty Bavarian cities of little or no interest. From the latter the road is carried nearly parallel with, though not in sight of, the Danube to Ulm, where it crosses that river which here forms the boundary between Bavaria and Wurtemberg.

ULM is now being strongly fortified by the Ger-

man confederation, to defend the valley of the Danube against France. It was formerly an imperial city, and enjoyed an extensive commerce; but at present contains only about 1,600 inhabitants. Large quantities of snails are fattened in this neighbourhood, and exported to Austria, where they are considered a great delicacy, and much consumed during Lent. The emperor Maximilian I., in order to refute the accusation brought against him by the citizens of Ulm, that he had drank too much wine to be able to attend to public business, climbed to the top of the tower of the cathedral, (316 English feet high,) and there balanced himself on one foot, swinging the other round in the air, which foolhardy feat is recorded by an inscription. Ulm was surrendered to the French without resistance, by the Austrian General, Mack, in 1805, when 30,000 of his troops were made prisoners of war.

ULM to STUTTGART. Railway, in 4 hours.

Passing through a picturesque country, being carried along the side of the Swabian Alps, and affording many beautiful views of the valleys of the Fils and Neckar, one of the most striking of which is at Geislingen, a considerable town situated at the mouth of a deep defile, one side of which is richly clothed with foliage, while the other presents a series of gigantic rocks. The curves in the line of railway afford many different views of the gorge, at the bottom of which is seen the narrow stream of the Fils making its way to mingle its waters with those of the Neckar, to which point the railway follows its course. Before reaching Goppingen, a town of 5000 inhabitants, on the Fils, the Hohenstaufenberg, a conical hill about two miles to the right of the line, should be noticed; on it stood the castle of the noble family of Hohenstaufen, which for upwards of a century (1140 to 1250) furnished emperors to Germany. The railway then passes Plochingen, at the junction of the Fils and Neckar, and follows the valley of the latter by Esslingen (described at page 313 of Guide) to Cannstadt, an ancient Roman station, and now much frequented by the inhabitants of Stuttgart on account of its mineral waters, which are believed to be beneficial in disorders arising from indigestion, and thence to Stuttgart.

The Russian, or rather Greek, chapel, alluded to at page 313, is erected on the spot where formerly stood the feudal castle of Wurtemburg, the cradle or Stammschloss of the powerful dukes, the ancestors of the present reigning family.

STUTTGART.—A pleasant, clean city. The railway station is in the Schloss Gasse, close to the palace, and quite in the centre of the town. The palace gardens, which extend upwards of two miles along the Valley of the Nesen to the elegant Grecian villa of Rosenstein, are open to the public, and form a very pleasant promenade. The orange trees are remarkably fine. There are several handsome public buildings here, among which may be specified the old and new Palaces; the interior court of the latter is curious. But here, as well as in most other German capitals, it is painful to see the numerous barracks and great display of military.

STUTTGART to HEILBRONN. Railway, in 2 hours.

Chiefly along the banks of the Neckar and Enz, many pleasing views of which are presented passing Ludwigsburg, a city with 7000 inhabitants, once intended for the capital of Wurtemburg; then winding round the base of Hohenasperg, an isolated hill with a fortress on its summit, now used as a prison, it reaches Bietigheim station, from which a railway joins the Baden line at Bruchsal; then crossing the Enz by a curious lattice bridge, reaches the valley of the Neckar, the course of which it follows very closely, being carried on an embankment rather above the level of the stream, by Besigheim and Lauffen to Heilbronn.

HEILBRONN contains upwards of 10,000 inhabitants, almost entirely protestants; it is pleasantly situated on the right bank of the Neckar. There is a covered wooden bridge across the stream, similar to those seen in Switzerland. Its chief architectural ornament is the church of St. Killian, whose tower, upwards of 220 feet high, is very beautiful. The holy spring, "der Heilige Brunnen," from which the city derives its name, is near the church. About three miles east of Heilbronn are the ruins of Weinsberg, called "Weibers Treue," woman's fidelity, to commemorate an occurrence in the wars between the Guelphs and Ghibellines, when Conrad III., having taken the castle, and intending to put all the garrison to the sword, permitted the women to leave the place in safety, along with whatever they could carry; the women accordingly marched out of the castle, each bearing her husband or her lover on her shoulders.

HEILBRONN to HEIDELBERG. Steamer, in 6 hours.

The descent of the Neckar can be made in 6 hours, but the return requires nearly 12, the current being strong. Steamers ply twice a-day in summer. Refreshments can be had on board; but the cuisine is only indifferent. The route is most pleasant and interesting; the scenery is almost everywhere lovely; and though occasionally tame, many parts will bear comparison with the finest parts of the Rhine, though on a smaller scale.

The most remarkable places are (right) Juxtfield, visited on account of its brine baths, and with Falensen salt-works in the neighbourhood; (left) Wimpfen, beautifully situated on the top of the steep and richly wooded bank of the river—a very ancient town, with a beautiful gothic church, whose three spires form very prominent objects; (left) Heinsheim, a village of Baden, prettily situated at the foot of the ruined castle of Ehrenberg, one of the most beautiful on the Neckar; (right) Gundelsheim, with the Castle of Horneck, formerly a stronghold of the Teutonic knights; (right) Ruins of Hornberg, picturesquely situated, and overgrown with ivy; (left) Obrigheim, where the river is crossed by a bridge of boats; (left) Mehneburg, an ancient castle in ruins, believed to have been destroyed during the thirty years' war; (right) Zwingenberg, formerly an extensive feudal fortress, defended by eight towers, five of which still remain; it belongs to the Margrave of Baden, who resides here a portion of every year; (right) Eberbach, a

very ancient village, and in the neighbourhood the Katzenbuchel, the highest mountain in the Odenwald; (right) Hirschhorn, with its walls and towers in ruins; (right) Neckarsteinach, the most charming of all the scenes on the banks of this picturesque stream—the four castles of Vorderburg, Mittelburg, Hinterburg, and Schadeck, rising one above another, and, in close proximity, form a *toute ensemble* not soon to be forgotten. They were formerly inhabited by the family of Landschaden. The highest of them, called by the peasantry the "Swallow's Nest," is situated on the verge of a steep and inaccessible precipice, and presents a good specimen of a fastness of the robber knight of the middle ages. (Left) Neckargemund, at the mouth of the Elsenz; (left) the Wolfsbrunnen, about two miles above Heidelberg, from which it is a pleasant walk along the banks of the river. In returning, a road, carried on the top of the high land, conducts to the castle of Heidelberg. Wolfsbrunnen is famous for its trout, which are preserved in reservoirs, and attain an enormous size. It is a favourite resort of the students from the university. (Left) Heidelberg.

HEIDELBERG to FRANKFORT, by Railway, in 3 hours.

FRANKFORT to COLOGNE, by Railway and Rhine Steamer, in 9¼ hours.

COLOGNE to BRUSSELS, by Railway, in 7 hours.

BRUSSELS to LONDON, *via* CALAIS, in 13 hours.

ROUTE 4.

Zurich to Coire, by the Lakes of Zurich and Wallenstadt.

(Distance, 76 English miles.)

CONVEYANCE.—Steamers thrice daily to Rapperschwyl, and once daily to Schmerikon, whence diligences take us on to Wesen, where we embark again for Wallenstadt; from here by coach to Coire (*Chur*, German). Places through should be engaged at Zurich.

FARES.—Zurich to Wallenstadt, 9 fr. 50 c.; to Schmerikon, 2 fr. 65 c.

We embark and sail along the Lake of Zurich, described at page 355.

In our voyage we meet many villages, only remarkable for their flourishing industry. We particularise a few of them, first premising that the high ridge seen rising on the west of Zurich, and stretching along the lake for a dozen or more miles, is the Albis.

KUSSNACHT.—A small village with 300 inhabitants.

WADENSCHWYL.—A sweet little town, remarkable for its many silk factories, and containing a population of about 5000. A fine old castle, once the residence of the bailiff Oberamtman, but now possessed by a private individual.

RUSCHLIKON.—To the rear of this are the baths of Nydelbad. Passing Meilen and Thalwyl, we arrive at

HORGEN.—Passengers wishing to visit Righi via Zug, must disembark here.

RICHTERSWYL.—Situated on the frontier line of the two cantons of Zurich and Schwytz. Pilgrims for the famous shrine of the Black Virgin at Einsielden disembark here. Here also is one of the largest cotton factories in Switzerland.

STAFA.—A village with four thousand inhabitants, remarkable as being the residence of Göethe. Nearing Rapperschwyl, the Isle of Aufnau forms a remarkable feature and ornament of the landscape. It is celebrated as being the scene of the refuge and death of Ulric Von Hutten.

RAPPERSCHWYL.—Situated on a neck of land advancing into the Lake of Zurich, eighteen miles south-east of Zurich. Its bridge traverses the lake for a distance of nearly five thousand feet. It is twelve feet broad, and is built of loose planks, not nailed, and without railing. The toll charged is enormous, being nearly 2s. 6d. English, for a *char-à-banc*. The original bridge was built by Leopold of Austria in 1358, and the present one is a construction of 1819.

SCHMERIKON.—Is located at the eastern extremity of the Lake of Zurich; at it the road leaves its margin

UZNACH.—A small town of nine hundred inhabitants. Here the road to St. Gall turns off; and close by at Oberkirch, are the brown coal mines. Leaving Uznach, we perceive the valley of Glarus with its snowy mountains; passing through which, we arrive at

WESEN.—A little village containing about six hundred inhabitants, situated at the extreme point of the Lake of Wallenstadt. The journey is made through a pretty country.

WESEN to GLARUS, 10 miles.

WESEN to WALLENSTADT, by steam up the Lake of Wallenstadt.—The voyage is accomplished in about two hours, and the fare is 1s. 6d. We pass through stupendous cliffs of lime stone for the northern shore. The southern side presents an aspect of verdure and cultivation. At the foot of the picturesque peak of the Sieben Churfirsten is the village of

WALLENSTADT.—A considerable village, with about eight or nine hundred inhabitants. Leaving Wallenstadt, we meet with some beautiful scenery in the valley of the Seaz, and reach

SARGANS.—A small town, situated on an eminence close to the junction of the St. Gall and Zurich roads to Coire, and containing about eight hundred inhabitants. From Ragatz, where the Hof Ragatz is an excellent inn, the excursion to the baths of Pfeffers should on no account be omitted. The distance is about four miles, and a most delightful walk it is by the river side over an excellent char road. Entering the valley of the Rhine we pass Ragatz Zizers, and arrive at

COIRE—Described at page 347.

ROUTE 5.

Coire to Splugen, by the Via Mala.

(Distance, 32 English miles.)

CONVEYANCE.—Diligence daily, occupying about seven hours in the journey.

RICHENAU.—A small town, built where the two Rhines unite. This place is remarkable as having been the scene of Louis Phillippe's (late King of the French) professional labours as an usher. He arrived here in 1793, with a pack on his back and a staff in his hand; and, proceeding to the school-house—once the family château of the Planta—presented a letter of introduction to the principal, M. Jost, who engaged him under the assumed name of Chabot. He was then Duke de Chartres; and for six or ten months gave lessons in French, history, and mathematics. He was beloved by both scholars and master; and whilst residing here, heard of his father's death by the guillotine, and of his mother's transportation.

From here the road to the Splugen proceeds along the Henter-Rhein, on the right of which may be seen the Gallows; and on the left bank of the Rhine, further on, is seen the castle of Rhoetzuns, standing on the top of a lofty rock. A great portion of the Rheinthal, called the Valley of Domleschg, is studded with old castles, and is remarkable as being the emporium of various languages and diversified religions.

As we approach Katzis, on the other side of the Rhine, a magnificent view through the Valley of Oberhlabstein may be had; and this, in its extraordinary beauty, is greatly added to by the snows of Mount Albula closing the vista before us in the distance.

THUSIS.—A very small village, beautifully seated at the mouth of the Via Mala gorge. It contains about 700 inhabitants. A little beyond Thusis the Nolla is crossed by a very beautiful bridge.

The VIA MALA opens short of half a mile above Thusis, and extends about 4½ miles. It is one of the most awfully savage and fearfully tremendous defiles in Switzerland. Language is barren in conveying anything like a precise idea of the colossal dimensions of this gorge—passing through precipices oftentimes 1650 feet high, and not more than ten or twelve yards in width. The road is on the whole pretty good, and is protected by a parapet wall; and is conveyed across the Rhine by three bridges.

The middle bridge is approached by a small gallery, and is about 400 feet high. The road is here half hewn out of the precipice, forming almost a subterranean passage. Close to the third bridge we pass a very fine structure, enter the valley of Schams, and passing the village of Zillis, arrive at

ANDEER.—The chief village of Schams contains about five hundred inhabitants. If the tourists wish, they can explore the Val Ferrara. It is to the left of the road, and is represented as being far more wild and terrible than the Via Mala, allowing about five hours to explore it. The road having crossed the mouth of the Val Ferrara and the stream of the Aversa, it ascends into the gorge of the Rofla, where the Rhine descends in the form of a cataract. The scenery about is very fine. Soon after the new road, leaving the bridge, runs through a small gallery cut in the rock, and crossing the left bank of the Rhine, arrives at

SPLUGEN.—A small village, situated on the Rhine, at the point where the Splugen and Bernardine Passes commence. It is 4711 feet above the level of the sea.

ROUTE 6.

Splugen to Bellinzona, by the Bernardine Pass.

(Distance, 46 English miles.)

CONVEYANCE by diligence daily.

The road, leaving the Splugen bridge to the left, proceeds up the valley of Henter-Rhein. The scenery along the bank by Nufannen is wild and barren.

HINTER-RHEIN.—A small village, about 176 feet over the Splugen. From here we proceed by the Pass of the Bernardine. The road leaves the Rhine at Hinter-Rhein, which it crosses by a bridge, and ascending the steep slope of the mountain, gives a very fine view, over the head of the Rhine on the left, and of the stupendous mass of the Mescher Horn on the right. The Pass hangs on the left black peak of the Mittag Horn. The summit of this Pass is about 7115 feet above the sea, and about 2400 above the village of Splugen. At its point we find a very good though plain inn. Proceeding a little down the mountain, we pass the Moesa over a handsome bridge, called after Victor Emmanuel, King of Sardinia. The carriage-road here is roofed in for some distance to protect it from the avalanches.

ST. BERNARDINE.—The first and highest village met with in the valley of Misocco. Here there is a mineral spring; and our descent to the lower valley is made through beautiful and romantic scenery.

MISOCCO.—A small village with about 1000 inhabitants. Its castle and churchyard will repay a visit. The scenery all about is very beautiful. Proceeding through the valley of Misocco, after passing Cama, Roveredo, and St. Vittore, we arrive at Bellinzona, described at page 346.

ROUTE 7.

Berne to Thun, (see Route 1, page 381.) Thun to Vevay, by the Simmenthal, Saanen, Chateau d'Oex & Gruyeres, and Pass of the Dent de Jaman.

(Distance, 81 English miles.)

A splendid road leads through the Simmenthal, and a diligence runs in summer. The journey through the valley is rendered delightful by the beautiful and charming scenery with which it

abounds, commanding brilliant landscapes of wood and water, enlivened by picturesque villages and homesteads. We enter the Simmenthal between the Stockhorn on the right and the Niesen on the left. From Thun we approach it through the road extending along the margin and by the banks of the Kander, to the spot where it meets the Simmen, a short distance from the castle of Wimmis, passed on our left.

ERLENBACH is a couple of miles further on, with the Stockhorn rising immediately behind it

WEISSENBERG.—The Baths of Weissenberg are distant 2½ miles. Conveyance by mule or chair, to be procured at the inn here. The path to the Baths wends along a romantic and picturesque defile. The Bath-house is constructed of wood; expense of baths and living, 9 or 10 fr. a day.

BOLTINGEN.—A small village built to the south of the castle of Simmeneck, 2600 feet above the level of the sea. A steep ascent presents itself, but is avoided by the wind of the road, which, as it were, radiates round it. Above us is the ruins of the castle of Lanbeck. Enjoying the scene of splendour presented by the gorge of Lanbeck, and crossing the river thrice, we reach

ZWEISIMMEN—A village of wooden houses, containing about 1300 inhabitants; and is built where the great and lesser Simmen join. Here the road to Bulle and Vevay, verging towards the S.W., leaves the Simmenthal; and crossing the Saanen Moser, leads into

SAANEN—The principal village of the Valley of the Upper Sarine; remarkable as being all in pasture, and possessing a population exclusively engaged in pastoral occupation, and famous for the manufacture of cheese, known as "Gruyères." From here is made the ascent of the SANETSCH PASS. The road, on leaving, is rugged and steep. We leave Berne, and enter the Canton of Vaud about a mile below Saanen.

ROUGEMONT.—A small village of no note.

CHATEAU D'OEX.—A small village of 700 inhabitants. It is 3030 feet above the sea, and was rebuilt after a terrible conflagration. Crossing the Saane we traverse the narrow pass of La Tine amid mountains, rocks, and pines. The road, though rather narrow, is accessible to carriages. 10½ hours will suffice to accomplish the journey from here to Vevay, with a carriage and pair of stout horses.

MONTBOVON.—A small but pretty village situated in the Canton of Freiburg. A horse-path over the Pass of Dent de Jaman, brings the traveller to Vevay in 6 hours. The views and scenery are charming. The carriage road leading from Montbovon to Vevay, descends into the valley of the same. After making a long détour, it passes round the base of the Moleson, (6181 feet), and wending under the hills, passes by

GRUYERES.—A filthy little town or village containing about 400 inhabitants. Its position is very picturesque, being built on the face of a hill, crowned with a castle, which is very remarkable, and an object worthy a visit. The district in which the town is situated is renowned for its cheeses. The old chapel of St. Theodule is also worth a visit. Within it is a monument and effigy of a Count of Gruyére, remarkable for their antiquity. Bulle to Vevay, see Route 1, page 381.

ROUTE 8.

Martigny to Aosta, Pass of the St. Bernard.

The distance from Martigny to the Hospice is about 27 miles, which can be traversed in a walk of about eight or ten hours, and thence to Aosta in about seven or eight.

Chars take the travellers from Martigny (see Route 1,) to Liddes, whence the ascent to the Hospice is accomplished on mules. We pass through the Bourg Martigny, and cross to the left bank of the Drance. From here the road follows the course of the river as far as the villages of Valette and Bouverenier. The road again crossing and recrossing the river, and continuing its course by the right bank along the Valley of the Drance, it proceeds up the left bank to St. Branchier—a miserable village situated at the foot of Mount Catogne—where the two branches of the Drance unite. A little above this place, very beautiful views in the Val d'Entremont may be enjoyed, differing, in no way however, from the general character of Alpine scenery.

OSIERES.—A path from here leads to ISSERT and the Val de Ferret. As we leave the village behind us, the scenery met with is rugged and wild, though not to any great extent. Nor is the landscape remarkable for anything worth notice, until we enter at the forest of St. Pierre, and enter

LIDDES.—A *char* from here to Martigny costs 12 frs.; and mules from thence to the Hospice, 6 frs.

ST. PIERRE.—A small and wretched village, venerable by its antiquity. Not far from here is a magnificent cascade, in the Val Orsey. Beyond St. Pierre the path passes through a larch forest, far below which, in the distance, can be seen the course of the Drance. We enter the plain called the Sommet de Prou, as being the most elevated point of the pasturage of Prou. Above this plain is the Glacier of Menon, topped by the lofty peak of Mont Velan—the highest part of the Great St. Bernard. Shortly after, the Hôpital is reached; this appears incorporated with the skies, and is elevated 8200 feet above the level of the sea. The Convent of St. Bernard is the point of separation between the waters that flow into the Adriatic Sea and those that flow to the Mediterranean. The Hospice of the Great St. Bernard has acquired a world-wide fame for the hospitality of its inmates. It is a stone building, massive and strong, built on the loftiest point of the Pass, exposed in its north-east and south-west sides to every storm, but sheltered on the north-west by Mont Chenelletaz and Mont Mort. The

chief building has seventy or eighty beds for the use of travellers, and is capable of affording shelter to over 300. Some days 600 or 700 receive aid and succour. Independent of this building, there is on the other side of the way a house of refuge, called the Hotel de St. Louis, in which ladies are chiefly accommodated. On the ground floor are the stabling, store-rooms, &c. Above these are the sleeping-rooms, the church, and refectory. A flight of steps between the two corridors leads to the drawing-room, where visitors are received by the brethren. The reception-room is chastely furnished, and ornamented with paintings, &c., presented by visitors in token of their gratitude to the brethren. The cabinet attached to this room is interesting and attractive; it contains a number of the plants, insects, and minerals indigenous to the Alps. It also contains a great many relics of the Temple of Jupiter, which, tradition states, once stood on the Pass, close to the Hospice. The figures of bronze, arms, metals, and coins, will deeply interest the antiquarian. The chapel of the Hospice is a very handsome one, and contains a monument erected by Napoleon to the memory of General Dessaix, slain at Marengo. This monastery was founded in the tenth century by St. Bernard--a member of the noble family of Menthon, in Savoy--who was a canon and archdeacon of Aosta. He governed the convent for forty years, and died in 1008. All the documents, &c., likely to throw light on the circumstances of its foundation, were destroyed by the terrible conflagration of 1552. The monks of the community are regular canons of St. Augustine. Ten or twelve usually live at the convent. Their duty is to assist travellers in the dangers to which they are here continually exposed from the storm and the avalanche, in the discharge of which duty these devoted men often lose their lives. Scarcely a traveller ever passes without paying a visit to the

MORGUE—in which are deposited the bodies of the unclaimed dead who perish on the mountains. The scene it presents is awful and melancholy, yet faithful and true. The ashes of mouldering humanity, the bleached bones, the calcined particles of what was once life and vigour—all present a spectacle that awakens in the bosom of the spectator thoughts of the most serious considerations. Death, as it were, *lives* before him in all its terror: the scene opens up the portals of two states—he sees what he is, and what he will be. At one end are the remains of those who are dried up and withered. Close by are skeletons partly preserved and partly in a state of decomposition; and all round are the broken fragments of human nature in all the plenitude of its dissolution, pointing out to the spectator his being—his end. The house in which these bodies are placed is rather a low building, situate a few yards from the east extreme point of the convent.

The visitor can scarcely leave without seeing the dogs of the Hospice. They are a noble breed, said to be a cross between the Newfoundland and the Pyrean. They are powerful, of great muscular strength, and very astonishing in their rational intelligence. Very many of them have perished with the guides. One of them, called "Barry," is reported to have saved fourteen individuals. His skin is stuffed, and may be seen at the Museum of Berne. Leaving the Hospice, we proceed downwards to the Val d'Aosta. Our road lies between the Lake and the Plain of Jupiter. Passing first a short defile, the scene towards Italy reveals itself, showing us the large basin of the Vacherie. Turning shortly to the right, and sweeping round the basin, we descend to the plain. A very fine view may be had on looking out from the gorge on Mont Mort, towards Vacherie. After this, we arrive by a rapid descent at St. Remy. From here to St. Oyen we pass no picturesque scenery. At this place the passports are rigidly examined: and unless perfectly correct, the traveller is not permitted to pass. The baggage is closely examined at Etroubles, where also is crossed the branch of the Buttier. From here the road goes down to the village of Gignod. Beautiful indeed, and rich in all the glories of picturesque grandeur, is the scenery of the country we now pass through. The Val d'Aosta, with its trellised vine and luxuriant vegetation relieved by the back ground, filled with the beautiful forms reflected by the snowy tops of the mountains above the Val de Cogne—render interesting and delightful our entrance into

AOSTA.—A city built at the confluence of the Buttier and the Doire, in a valley rich and beautiful. It contains about seven thousand inhabitants, and is remarkable for its antiquities and historical recollections, and for the beautiful scenery surrounding it on every side. Formerly called Civitas Augusti, or the City of Augustus, it fills a large space in the page of antiquity. Known under the name of Cordèle, its history dates further back than its conquest by Terentius Varro. Its foundation is set down as being 406 years earlier than that of Rome by Romulus, and as having occurred 1158 B.C. Twenty years before Christ, its inhabitants were reduced to captivity by the Emperor Augustus. He gave his own name to it on its being rebuilt, and established there a large number of the Prætorian cohorts. Its greatness at that time cannot be doubted. The mouldering ruins and broken fragments of its stupendous buildings, now withering into clay, sufficiently attest its antique greatness. Its triumphal arches with their façades, its broken bridges, the ruins of its amphitheatre, Prætorian palaces and towers—are living attestations of its having been under the dominion of, and erected by, the Emperor who swayed Rome's mighty sceptre, and wore her imperial purple when she counted the empires of the earth, her pasture-lands and vineyards, and her slave-roll the broad register of the human race. It gave one archbishop to England—Anselm, the Archbishop of Canterbury, in the eleventh century, who was born there. The Cathedral likewise deserves a visit.

ROUTE 9.

Berne to Lausanne, by Morat and Avenches.

(Distance, 57 English Miles.)

CONVEYANCE.—Diligence daily, making the journey in ten or eleven hours. As we go on the Alps are seen on our left, and we cross the Saarine at

GUMINEN—A short distance from which the road enters the Canton of Freyburg.

MORAT, (*Murten*, German).—Situated on the east side of the Lake of Morat, and contains about 1,900 inhabitants. Its streets are narrow, and it is surrounded by feudal fortresses. It is only remarkable for the sanguinary battle of 1476. The hill of Munchwyler gives the best view of the scene of the battle, and of the lake. Five miles beyond Morat is

AVENCHES.—Situated on the south-west angle of the area formerly occupied by the Aventicum, capital of ancient Helvetia. The town is surrounded by walls, and contains a population of 1,060. The antiquarian will here find much food for study and contemplation. His research will be amply compensated by exploring the mouldering fragments of the broken walls and battlements, and other records of the reigns of Vespasian and Titus, as well as of the hostile invasions of Alemanni and Attila. A Corinthian column, 37 feet high, is seen on the left of the road as we enter the town. The castle is a building of the seventh century.

DOMDEE.—From here we proceed to Freyburg, described at page 347.

PAYERNE.—A small town, no ways remarkable. The church contains a remarkable relic, said to be Queen Bertha's saddle. This church also contains her tomb. Ascending the valley of the Broye, we reach

MOUDON.—A town containing about 1,600 inhabitants.

CAROUGE.—To the left is the road to Vevay. The road from here is very hilly, and requires extra horses to accomplish it. At our arrival on the summit of the Jorat from the southern side, a very beautiful view opens up before us, disclosing Lake Leman, &c.

LAUSANNE—described at page 350.

ROUTE 10.

Lyons to Pont de Beauvoisin, by Les Echelles, Chambery, and the Pass of Mont Cenis, to Turin.

(Distance, about 180 English miles.)

LYONS to PONT DE BEAUVOISIN.
CONVEYANCE by diligence or courier every day.

PONT BEAUVOISIN.—A frontier village of France, situated on the banks of the Guiers Vif, which is crossed by a bridge having French and Sardinian custom-houses at either side, where passports and baggage are severally examined. The road from this place is at first flat, but becomes an ascent after a couple of miles are passed. At the height of the ascent, we find splendid views opening up before us. Beneath us lies the sunny field of France. Soon after, we enter the magnificent gorge of La Chaille. The road is constructed of solid masonry. Extending along the edge of the precipice, rugged stupendous cliffs, many hundred feet high, line the other side; whilst in the depths below rushes the impetuous torrent.

LES ECHELLES.—A village situated on the Guiers, being the starting point of a road leading to the Grand Chartreuse. We next enter the valley, and pass through the great tunnel cut through the face of the mountain, a most extraordinary work, 35 feet high and 1000 feet long. We follow our route through a rocky ravine.

ST. THIBAUD DE COUX.—A waterfall not far from here has been written of by Rousseau as "La plus belle que je vis de ma vie."

CHAMBERY—described at page 346. From here some very pleasant excursions can be made, particularly those to the baths of Aix and the Lac du Bourget.

Railway to Aix and St. Innocent, also to St. Jean de Maurienne.

THE DENT DE NIVOLET AND LES CHARMETTES.—Our road proceeds through the valleys of the Arc and Isére. On the right we see Mont Grenier, 5700 feet high. The Château Bayard stands on the left bank of the river, a few miles below.

MONTMEILLAN.—Situated on the left bank of the Isére, where the four roads—that of the Mont Cenis, that of the Tarentaise, and those of the little St. Bernard and Grenoble meet. Several handsome country seats, forming a handsome suburb, are around here. At this point the valley of the Isére divides itself into two large plains. Crossing the Isére, we ascend a hill, and can enjoy a magnificent view of the Arc and Isére. The hamlet of Maltaverne is the next place met with. This place commands a very good view of the lofty mountain Cerin, at the opposite side of the Isére. The rivers Arque and Isére join between Maltaverne and

AIGUEBELLE.—Situated at the foot of Mont Cenis. The country about is very unhealthy, the rivers at their junction forming very pestilential marshes, which generate malaria, &c. Issuing from Aiguebelle, he passes under a triumphal arch; and passing a number of poor hamlets, reaches

LA GRANDE MAISON.—A short distance beyond La Chambre, on the east, a large valley, called La Madeleine, opens a road to Mousten, the chief place in the valley of the Tarantaise, situated on the high way from the little St. Bernard to Italy. Crossing the bridge of the Hermillon, and following the base of the mountain of Rocheray, we reach

ST JEAN DE MAURIENNE.—It is the chief place in the valley, and has a very good suburb. The vineyards of St. Julien produce some good wines. Beyond the town we cross the Arvan, and a little further on, the Arc, after which we arrive at St. Michel.

ST. MICHEL.—A very picturesque little town, surrounded by orchards and meadows.

MODANE.—A town famous for its cultivation of hemp, and remarkable as being the last scene of "Sterne's sentimental journey." In this part of the valley the bed of the Arc is much confined, and has to flow through a narrow gorge. The road here has been cut for about a league through the mountain. Beyond is the fort Lussellon, having the gorge of the Arc as a *fosse*. The Pont du Diable is a very striking object.

VERNEY.—The mountains about here are very interesting, from the singularity of their appearance. They are without a human residence, and their summits abound in dens of bears. Chamois, marmots, and pheasants are also to be found there. The path of the Col de Vanoise meets our road at Termignon.

LANS LE BOURG.—A large village situated at the foot of Mont Cenis, inhabited by porters and muleteers. On leaving the village, a very large barrack is passed on the left. The road crossing the Arc, begins its ascent to Mont Cenis. Travellers for the ascent abandon the valley of Maurienne.

MONT CENIS.—This remarkable mountain is one of the chief routes from France and Switzerland into Italy. It is situated partly in Savoy and partly in Piedmont. We are enabled to accomplish the journey from valley to valley in one day—that is, from Lanslebourg, on the Savoyard, to Susa, on the Italian side—a distance of about sixteen leagues. Many historians assert that it was by this mountain Hannibal penetrated into Italy. There are houses of refuge erected all along the Pass; and we pass 23 of them between Lanslebourg and Susa. They are occupied by *cantonniers*, who keep the road in order, and render travellers any assistance they may need. The first remarkable spot met with is La Ramasse. When the snow has filled all the hollows in winter, travellers from Italy descend from the summit to Lanslebourg in a sledge with almost inconceivable rapidity, accomplishing the descent in about seven minutes, the sledge being guided by a peasant. The perpendicular descent is 2000 feet. The most elevated point of the road is called Point Culminant, which is commanded by very excellent views of the five peaks of Roche Melon, Roche Michel, Ronche, Corne Reusse, and Vanese. A spacious platform or plain extends from here to the Grande Croix; and the road is so guided as to avoid some dangerous avalanches. Les Tavernettes is next met with. It is a little below the Point Culminant, and not far within the entrance to the plain. At this place there is a station of *cantonniers*, under the control and direction of regular officers, to whom the tourists can complain against their drivers or post-boys for *unnecessary* delay, &c. At the seventeenth refuge a toll of 5 francs per horse is charged. From here a short distance brings us to the culminating point of the pass, viz., 6,780 feet above the level of the sea. Continuing to traverse the plain, we reach the post-house where we can get a plain but substantial repast. The road is magnificent; and is another monument of the enterprise and genius of Napoleon. We soon after reach the Hospice—a long range of buildings, near the extremity of the Lake, six leagues from Lans-le-Bourg. It was originally founded by Charlemagne, and re-established by Napoleon. It contains 1012 beds, and 1000 or 2000 more could be accommodated on the loft. There is a barrack connected with it, now occupied by a troop of carbineers, who examine the passports of tourists. The Hospice, properly so called, is inhabited by monks, who exercise hospitality towards all travellers. Travellers ought to be particular in having their passports countersigned, as, unless they do so, they would be stopped at Chambery or Turin. The gorge of the little Mont Cenis is seen on the opposite side of the lake. Further on, we meet the bridge of La Rouch—a torrent following the direction of a new road.

GRANDE CROIX.—A group of taverns. Here we cross the La Rouch, and find terminated the Mont Cenis The road wending above the plain of St Nicholas, opens through a perpendicular granite rock of considerable elevation. Arches of masonry are to be seen along the road, constructed to protect travellers from the rocks, which very often fall. The scenery of the plain is wild and terrific. We obtain a commanding view of the hills of Charmont before we reach

MOLARET- the first Piedmontese village met with. Near it is a small inn.

SUSA.—A small town with about 2000 inhabitants, situated at the point where the roads over St. Genévre and Mont Cenis meet. It is a very old town, but noways remarkable. Outside the town is a triumphal arch, erected in honour of Augustus eight years before the Christian era. Passing Bruzzolo, St. Ambrogio, and Rivoli, we arrive at

TURIN- described at page 369.

ROUTE 11.

A Three Weeks Tour in Switzerland.

BY J. K., JUNR.

BASLE.—HOTELS &c., see page 343.

BASLE TO ZURICH—By railway. For a party of three or four, in fine weather, it is much more pleasant to take a carriage from Basle to Baden: it is needful in such case to start from one and a half to two hours sooner. On attaining the summit of the eminence, before descending to Brugg, on the Aar, the traveller gets the first view of the Alps of the Oberland. The whole ride is an extremely interesting one.

ZURICH.—HOTELS, &c., see page 354.

ZURICH TO THE RIGHI AND LUCERNE.—The steamer leaves Zurich at 8 o'clock in the morning for

Horgen, on the south shore of the lake. Passengers can book on board the steamer for the whole route, as far as Arth, fare, 5 frs. Omnibuses wait the arrival of the steamer at Horgen, to convey the passengers to Zug. A good table d'hôte is always ready at the hotel at Zug for the passengers. The steamer then conveys them across the beautifully green lake of Zug to Arth, where the ascent of the Righi commences. The ascent from this side, and descent to Weggis, we recommend in preference to the opposite route. In crossing the lake, you have the Righi rising majestically before you—Mount Pilatus in the distance to your right, and the Rossberg to the left. At Arth, horses may be procured for the ascent—or at Goldau, one mile further on. It is well, if the weather be fine, and a probability of much company, to telegraph for your beds before you leave Zurich. There are few finer scenes in Switzerland than the ascent of the Righi from Arth and Goldau. After passing the latter, you ascend steadily for some time on the verge of a steep descent, with fine views of the lake of Zug below you to the right, and of the Rossberg on the opposite side of the valley. The place whence the great fall occurred that destroyed the former village of Goldau, is plainly seen. Directly behind you are two remarkable mountains called the Mitres, in the Canton of Schwytz. The path soon diverges to the left; and after a very long, arduous, and precipitous climb through the forest, whose shade from the sun is most welcome, a more easy path is attained on the right side of a deep valley, or mountain gorge, the sides of which are clothed with beautiful pine-forests, interspersed with cascades from the rocks above. Ascending still further, you reach the small hospice inhabited by a few Capuchin monks, and the chapel of Marie-zum-Schnee. At this point the snowy peaks of the Alps first appear in the east; and, as you ascend higher and higher, your view gradually extends to the south, each fresh extent of view increasing in splendour, till, on attaining the summit, the grandest panorama in Switzerland rewards your toil. After remaining on the summit to see the setting sun, you are ready for the refreshment provided at the Culm hotel, which is good and reasonable, considering the difficulty of bringing every thing from the valley. The ascent of the Righi from Arth occupies about 3½ hours. After being roused by the Alpine horn, to see the sunrise, if so fortunate as to have it fine, you descend to Weggis, occupying about 2½ hours, on Lake Lucerne. This descent is extremely fine. The view of the lake, at an immense depth below you, with Mount Pilatus beyond, and the mountains of the Oberland in the distance, must delight the most fastidious. From Weggis to Lucerne by steamer, or row-boat if preferred.

LUCERNE.—HOTELS, &c., see page 350.

Steamer twice a-day in summer from Lucerne to Fluellen and back, calling at Weggis, Beckenreid, &c., &c., and passing the Field of Grütli and Tell's Chapel, in the Bay of Uri. Travellers who are intending to go by Altorf and the St. Gothard Pass, leave the steamer at Fluellen.

At Lucerne the curious covered bridges, and the monument to the Swiss Guards, by Thorwaldsen, are well worthy of inspection. For further description of Lucerne, see page 350.

THE BRUNIG PASS.—To Beckenreid by first boat in the morning, thence by diligence at 7.30 a.m., or by a hired vehicle to Lungern; or by a row-boat to Alpnach; if there is a party, this mode is not only pleasanter, but cheaper. The charge is 1½ franc for the boat, 2 francs each to three rowers, and a trifle for *trinkgelt*. From Alpnach to Lungern by hired vehicles, passing through the vale of Sarnen and past the lake of that name, and the Lake of Lungern. There are printed tariffs of charges for vehicles, &c., in most parts of the Oberland.

Very intelligent guides may be procured at Lungern; and for a party, especially if it be their first visit, it will be found not only to add greatly to their comfort, but to be economical to engage one. They are for the most part extremely civil, and save those who employ them from many anxieties. The cost is 6 francs per day, and 6 francs for each day required to take them home, when they are discharged, besides *trinkgelt*. For this they provide for themselves, and look faithfully after your interests. There is a very comfortable country Inn at Lungern, plain but good provisions, and very cheap, all but the wine, which should be brought from Lucerne. At Lungern the Pass of the Brunig commences, and can only be done on foot or on horseback. Horses can be hired at Lungern. If fine, it is a delightful walk—the scenery grand, yet beautiful—the forests fine, and vegetation most luxuriant. After emerging from the Pass into the vale of Meyringen, the roads diverge. The right hand leads to Brienz and Interlachen, the left to Meyringen, either of which may be reached the same day easily. The view, on entering the valley, is extremely grand. Opposite to you rises the Faul-horn, and to the left are seen the cascades of the Reichenbach; and looking up the valley of the Sheideck may be seen the Wetterhorn and the Glacier of Rosenlaui.

MEYRINGEN.—*Hotels*, &c., see page 352.

From the hills behind Meyringen there are some cascades well worthy the traveller's attention. One, called the Alpach, is frequently of immense volume, endangering the existence of the village.

THE PASS OF THE SHEIDECK.—To be done on foot or horseback. An early start is desirable. This is one of the grandest excursions in the Oberland. The first part is very steep, passing close to the splendid cascades of the Reichenbach, afterwards along the valley, on each side of which are most wild and magnificent crags, clothed at the base with splendid pine-forests, the lower parts of the valley being filled with most luxuriant vegetation. Before you is the Wetterhorn and the Glacier of Rosenlaui. After proceeding a few miles, you can diverge from the path to the left, and by a sharp half-hour's climb reach the foot of the Glacier. After climbing a little way on to it, you may then pass into a cave inside it, with semi-transparent ice for the roof; and below you, in a deep gorge, at a depth enough to make the nervous giddy, rushes the torrent from the Glacier. Leaving the Glacier, the old path is soon regained; and then, passing

the Alpine rhododendron and many other rare and beautiful plants, growing in great profusion, you pursue the main valley, till you attain the *châlet* at the summit of the Pass.

While the horses are taking their needed rest here, the time will be well spent in examining the botany of the locality; and probably the traveller will be also gratified by an avalanche from the Wetterhorn, which is towering immediately above him.

The descent to Grindelwald is steep and toilsome. A visit must be paid to the Upper Glacier of Grindelwald in passing, which will well repay the trouble, and the traveller will not be sorry to arrive at

GRINDELWALD.—Hotel L'Ours, and Hotel de l'Aigle.

The view of the Lower Glacier of Grindelwald from the hotel is very fine. On the left of it stands the Mettemberg; on the right the Great Eigher, the Monch, and the Jungfrau. Behind you, to the north, is the Faulhorn; and to your right the carriage-road to Interlachen, through the Lehckenthal, one of the four lovely vallies of the Oberland.

THE WENGERN ALP.—This is another splendid excursion, but only performable on foot or horseback, or by chaise-à-porteur.

Crossing the stream that flows from the Glacier, the traveller ascends the opposite side of the valley, leaving the road to Interlachen to his right, and traversing along the precipitous base of the Great Eigher, and passing both it and the Monch, arrives at the summit. The views at every point of the ascent are very fine. The bird's-eye view, as it were, of the many scattered hamlets that form the village, and the constantly changing views of the magnificent range of mountains — are a source of excitement, that almost make the traveller forget the fatigue of the ascent.* At the summit, the Jungfrau, in all its majesty, is suddenly brought before him. Descending for half a mile along the side of the opposite mountain, the *châlet* is reached, where good refreshment may be obtained. The traveller will most likely, whilst here, see one or more avalanches fall from the Jungfrau, and will no doubt be disappointed at their apparent insignificance; but may form some more correct idea of their size from the noise caused by them, as it is echoed and re-echoed among the mountain peaks. The descent thence is steady and pretty good, till approaching close to the valley of Lauterbrunnen, when it becomes exceedingly steep, and travellers will find it safer to dismount. After viewing the Staubbach Falls, Interlachen may be reached the same evening.

INTERLACHEN.—HOTELS, &c., see page 350.

This is a nice point for a few days' rest, after rough mountain-climbing. From it many pleasant excursions can be made, viz., to Grindelwald and back, to the Sheideck, up the vale of Lauterbrunnen, and to the Staubbach, to the village Thurren, to the falls of Schmadribach, &c., &c.—all so well remembered by the admirers of Longfellow,—over the Wengern Alp, or along the Lake of Brienz, to the Giesbach Falls. For the latter excursion, a steamer leaves Interlachen at 11 a.m. (which is short of power, and generally in bad repair). It calls at the Giesbach, leaves the sight-seers, and proceeds to Brienz; and returning at 2, calls again at the Falls, to take the visiters back to Interlachen, few of whom will have failed, after seeing these splendid cascades, to have seen and bought some of the beautiful wood-carving which is here, at Brientz and at Meyringen, to be purchased in great variety, and at a very reasonable rate.

INTERLACHEN TO LEUKERBAD.—THE GEMMI PASS.—This may be done in one day; but is rather too hard work, unless the days be long, as daylight is absolutely needful for the last six hours.

A vehicle may be hired to Frutigen, or Kandersteg, and the horses there taken out, and ridden the rest of the journey. Travellers should start not later than 5 a.m. Or by steamer to Thun, and thence by vehicle to Frutigen. There is a diligence daily at 2.30 p.m., from Thun.

FRUTIGEN.

The Hotels at Frutigen are good; and it is therefore better to rest all night here than at Kandersteg, if you make a two days' journey of it. A vehicle may be hired here to proceed to Kandersteg, or your own retained over night. At Kandersteg the carriage-road ends: the rest has to be done on foot or horseback, or chaise-à-porteur. The best plan is to engage your horses at Frutigen. On leaving Kandersteg, the steep ascent commences almost immediately; and after two and a half to three hours' climbing, you reach the small *châlet*, where the refreshment provided is very welcome. This Pass is noted for its extreme wildness. For miles along the top, the track is through a district almost destitute of vegetation. It passes over the lowest point of the range of the Blumlis Alp. The grandest part, however, is the descent down the face, as it were, of precipitous cliffs, but along which a horse-path has been most ably and ingenously constructed.

The passage from Kandersteg to Leukerbad, at the foot of the Gemmi, may be done easily in from six to seven hours. The view, immediately prior to this steep descent, (and which is from the greatest elevation attained in the day's journey,) is very grand. At your feet, at a depth of some 3000 feet, lies the village of Leukerbad; and yet so near, that it would seem that you could throw a stone on to it. Looking down the valley of the Dala, and across the valley of the Rhone, the chain of mountains, of which Mont Rosa is the chief, stands before you in all its magnificence, Mont Rosa itself is not however visible.

LEUKERBAD.—HOTEL:—

Hotel des Alpes, and Hotel de France.

The tourist will be pleased and interested with this romantic spot, shut in on all sides but the south by rocks and mountains of the grandest kind, whose perpendicular sides appear to defy all attempts to climb them; and yet it is by a very ingenious road, cut in the surface of these precipices, that the Pass of Gemmi is accomplished. The village is a favourite resort for people with various kinds of ailments, who come to bathe in the hot baths. These are supplied by springs of water considerably above 100 degrees of Fahrenheit. The water in the baths

is kept from 96 to 99 degrees. The mode of taking the baths is very striking to the Englishman. In a long room are four large tanks, some ten or twelve feet square, filled with people in thick woollen gowns—men, women, and children, of all ages, mixed together in the same bath. The usual allowance is a month's course, beginning by more moderate quantities; but when in full operation, the allowance is four hours in the morning, and four hours in the afternoon. A visit to these baths should by no means be missed.

LEUKERBAD TO MARTIGNY.—By diligence daily from l'Hotel des Alpes, at 8 a.m., Sion at 3 p.m., and at Martigny at 7 p.m. The charge for a two-horse vehicle, with relays of horses, at Sierre, Sion, Riddes, and containing four persons, including the driver and the toll or "peage," on the excellent road from Leukerbad to Leuk, is 66 francs—viz., to Sierre 22 francs, guide 3 francs, "peage" 6 francs; to Sion 10 francs, guide 2 francs: to Riddes 10 francs, guide 1½ franc; to Martigny 10 francs, guide 1½ franc—for one horse to Sierre, and two horses the rest: total, 60 francs: if one horse all through, 50 francs.

In ascending from Martigny to Leukerbad, it is considered most interesting to take a mule at Sierre for the rest of the way, and so ascend the right bank of the Dala, passing along some wonderful terraces cut in the rock. The whole Pass up the Dala is one of extreme wildness and beauty. In descending the valley to Martigny, it is better to keep the regular road. The grandeur of the valley will be as well appreciated, and more comfortably, from the excellent road through Leuk, without the change of conveyance.

MARTIGNY.—HOTELS:—Various. See page 351.

At the foot of the valley of the Rhone, which here turns suddenly to the right, to join the Lake of Geneva.

MARTIGNY TO CHAMOUNI—by the Tête Noir, or Col du Balme.

Mules may be had for either route: each mule, 12 francs; each guide, 12 francs: mules cannot be had without a guide or attendant; but one guide will do for any number of mules. A chaise-à-porteur and six men, cost 72 francs—with eight men, 96 francs.

The ascent commences within one mile of the town, where the road to the St. Bernard branches off, and is one continued steep, unbroken ascent, till you attain the summit of the Forclaz. Here the path for the Col du Balme diverges to the left, that to the Tête Noir to the right. The attraction to the Col du Balme consists in the splendid view, if fine, of the whole of the Mont Blanc range, the moment you attain that spot, after crossing the valley of Trient; but to any one going for the first time, especially if any doubt exist as to the clearness of Mont Blanc from clouds, we would recommend the Tête Noir: you descend, in this case, down the vale of Trient, till you join the Val d'Orsine. Be sure not to allow the mule-driver to stop to dine at the village in the vale of Trient, but to go on to the hotel at the Tête Noir, where, instead of passing an hour in a very tame hollow, you spend it in the most beautiful spot in Switzerland, and not half an hour's ride from the former place. This Pass is constructed round the face of the mountain, forming the angle between the two valleys, but at an immense precipitous height above the streams. Having come down the Trient valley, you now ascend the Val d'Orsine, along this splendid gallery; continuing on, you arrive at length at a point where the path is again on a level, and then crossing the boundary of Sardinia, you gradually ascend till reaching the highest part of the road, called the Montets. Before reaching this spot, if fine, the Col du Balme is seen towering before you, and then Mont Blanc itself, and the different Aiguilles forming the Mont Blanc range. The descent is through Argentiere (where the passport is *vise*), passing the glaciers of Tour, Argentiere and de Bois, and so on into the valley of Chamouni.

CHAMOUNI.—Several good Hotels.—Excursions to the Mer de Glace and Montanvert, to the Flegere, and to the Glacier of Bosson, are all easily made; more adventurous people are not satisfied without visiting the Jardin and ascending the Breven; and others, for whose intrepidity more can be said than for their prudence, must needs ascend Le Mont Blanc itself.

FROM CHAMOUNI TO GENEVA.—From Chamouni to Sallenche, in the light chars of the district (which alone are fitted for the fearfully bad roads). The views of Mont Blanc are magnificent. From Sallenche to Geneva by diligence.

GENEVA.—HOTELS, &c., see page 348.

Railway to Lyons and also to Macon and Paris. Steamers to Morges, and Railway from thence to Yverdun and Lausanne.

VILLENEUVE.—Near to this village is the splendid Hotel Byron—most beautifully situated—within half a mile of the Castle of Chillon; it is an excellent house and reasonable, and a delightful place for a few weeks' sojourn.

Railway to Bex.

VEVAY.—For HOTELS and description of Vevay, see page 358.

LAUSANNE.—HOTEL, &c., see page 350.

Passengers by steamer from Geneva land at Ouchy, about three quarters of a mile from Lausanne; omnibuses meet every steamer. At Ouchy, Lord Byron is said to have written *The Prisoner of Chillon.*

Lausanne to Yverdun, by Railway.

Yverdun to Neufchâtel.—By steamer, along the Lake of Neufchâtel, daily; an excellent new boat put on the Lake in 1852.

NEUFCHATEL.—HOTELS, and for description of Neufchatel, see page 352.

From Neufchâtel to Bienne, by diligence, past the Lake of Bienne, in which is situated the Isle of St. Pierre, where Rousseau resided for

some time; then passing through Bienne, and ascending the Juras through a beautiful country, you arrive at the summit, where there is a curious natural arch over the road, on which are some Roman inscriptions. From this point the descent down the Munster Thal commences, and it is a very appropriate close of a ramble through this delightful country. The road passes through two splendid gorges in the rock, the stratification of which is most remarkable. There is an excellent hotel at Bellerive, immediately after passing the last of the gorges referred to. From Bellerive, the road, which, like all roads in Switzerland, is excellent, follows the windings of the river along a beautiful wooded valley almost to Basle, or the railroad may be taken from Bienne to Bale.

ROUTE 12.

Geneva to Chamouny.

GENEVA—See page 348.—Distance, 50 English miles. The journey is performed as far as St. Martin by diligence in eight or nine hours, and by light carriage in four-and-a-half hours, thence to Chamouny.

A charge of 5½ francs is made by the Sardinian postmaster for permission to use vetturino horses between Geneva and Sallenches.

A light carriage for four can be had for 40 francs, to go from Geneva to Sallenches or St. Martin, from whence a lighter carriage can be had to carry two or three persons to Chamouny.

We depart from Geneva by the Grande Place, and pass, for some miles of our journey, through a picturesque country studded with neat villas, &c., up to our arrival at

CHESNE—A large village situated on the Seime. At this point the eye rests upon some magnificent views—the Voirons on the left, Mount Salève and the range of the Jura on the right. Departing hence we cross the stream which separates the Genevese Canton from the Sardinian States, and arrive at

ANEMASSE, the Sardinian custom-house station, where, if the passport be *en règle*, the traveller is treated with great courtesy, and his baggage permitted to pass unsearched. Beyond this place the road leads up the valley of the Arve; and we effect the passage of the Menog over a pretty and lofty bridge. Passing over an elevated plain, we arrive at

NANGY—close to which village, on the right, are some ruins, comprising those of the Chateau of Faucigny. Our road proceeds on close by the Mole, a beautiful mountain surmounted by an obelisk. Passing through some beautiful scenery, we proceed through an avenue of trees, and enter

BONNEVILLE.—Inn: Couronne.

The chief village of the Province of Faucigny, with 1800 inhabitants. It is an excellent mid-day halt. A column, ninety-five feet high, erected to honour the memory of Carlo Felice, stands at the end of the stone bridge, and is surmounted by a statue of the king. Crossing this bridge, we follow between the base of the Mole Mountain and the Mount Brezon, which on the right bounds the valley of the Arve, now fertile and agreeable. Passing through the villages of Vaugier and Scionzier, our road continues immediately under the Brezon, until it crosses the Arve on a stone bridge, and enters

CLUSES.—Inns: Parfaite Union & Ecu de France.

A very old town, nearly consumed in 1843, but now nearly rebuilt, in a remote position from the mouth of the gorge. It has a population of 1800; a large number of these are celebrated as watchmakers, in which capacity very many of the inhabitants of this place have founded establishments in Strasburg, Lyons, Augsburg, &c.

Departing from Cluses, our road is carried through the defile and beneath grand Alpine precipices. The valley now narrows, and in some places the precipices overhang the traveller. The scenery through which we now pass is wild and beautiful. Though a very agreeable visit might be made to the Grotto of Balme, 800 feet above the valley, and seen shortly before arriving at Maglan; yet persons intending to go on to Chamouny, had better waste no time here, but be off to St. Martin or Sallenches. A couple of hours might be devoted to seeing the cave or grotto. At La Balme we find mules for the ascent, and can get *limonade gazeuse* at the hamlet. The depth of the grotto is more than 1800 feet. The peaks of Mont Douron, seen on the other side of the valley, present a very striking appearance.

Adjoining the road, at a few yards distance from La Balme, a magnificent spring issues out of an embrochure; and the lovers of pure beverage will be deeply gratified by partaking of its refreshing waters.

MAGLAN.—On the right of the Arve, situated beneath lofty mountains, we see this straggling village of about 1800 inhabitants, who bear much the same migratory character as the people of Cluses, and are just as remarkable for their foreign establishments. Proceeding beyond this place the valley widens, though the scenery is unvaried; and our road touches on the Nant d'Arpenaz, one of the highest waterfalls in Savoy. The stream is like a zig-zag cascade, and crossing the road beneath a bridge, falls into the Arve. Travellers *en route* from Geneva will be pestered with idle vagrants offering them minerals for sale, guides, &c., vending echoes by firing pistols, &c., but they should discountenance such imposition.

The valley now loses much of its former narrowness; and from Sallenches up to the base of the Douron, we see before us rich and verdant fields. Direct above us rise, 8000 feet above the sea, the peaks of the Varens, as we enter St. Martin, and soon after find ourselves in the yard of the Hotel de Mont Blanc. Crossing the bridge, situated about 100 yards from the inn, our road leads on to Sallenches. From off this bridge we enjoy a delightful and magnificent view of Mont Blanc—a view so pointed, so clear, and so gratifying, that to enjoy it is worth the entire journey from England. The peak, in a straight line, is twelve miles distant from here; yet its stupendous mass is shadowed forth with a clearness so vivid, brilliant, and commanding, that the eye calculates on its immediate

presence in all the grandeur of its mountain majesty. Forclaz, in its pine-clad armour and green helmet, is seen; and, towering above these, the Aiguille de Goûté, the Dome de Goûté, and the summit of the highest mountain in Europe, supported by the ridges of Aiguilles, the intersecting spaces being studded with glaciers.

SALLENCHES.—Inns: Bellevue and d'Angleterre. A small town with a population of 2000. It is situated on the ruins of the former town, entirely consumed on Good Friday in 1840. Here chars, mules, and guides can be hired for Chamouny at the following rates: char, 12 francs; with two horses, 18 francs; and postilion, 2 francs.

From here to Chamouny occupies about five hours; the roads are steep and rough, and only accessible for light chars.

Parties who desire to visit Chamouny, and return by Geneva on foot, had better proceed from St. Martin to Chêde, Servoz, and Chamouny, by the right bank of the Arve, returning by the Col de Forclaz, and the baths of St. Gervais, to Chêde.

An agreeable drive may be taken from Sallenches to the baths, about two miles off. As we close upon the baths, our road turns abruptly to the right, and enters the gorge of the Bon Nant—a small stream descending from the Bon-homme. The baths and the lodging-houses or pavilions, are situated on a little spot at the extremity of the glen, which cannot be left unless by returning to the entrance, where we find two roads branching off—one leading up a steep ascent to St. Gervais, a picturesque and sweet village in the Val Montjoie, and passing the hamlets of Bionnay and Tresse, as it leads to Contamines and the pass of the Bon-homme. The road leads to Chêde across the valley of the Arve by Passy.

Above St. Martin and Sallenches the valley of the Arve spreads itself out before us; and all along to Servoz, magnificent views greet the eye of the traveller.

Close by Chêde there is a beautiful cascade on the left, which is generally visited by travellers who leave for Chamouny early in the morning. At Chêde our road ascends in a steep curve above the plain of the Arve; and after attaining a considerable height, passes on the left the Lac du Chêde, now filled with mud and stones. Our road next makes a deep curve along the bed of a wild torrent, from which there is a path to

SERVOZ, where refreshments can be had for man and horse, and guides hired for the Buet, one of the panorama-commanding ascents, from which a splendid view of Mont Blanc may be enjoyed. From its summit, to 10,500 feet above the level of the sea, a vast extent of horizon stretches before us, bounded by the mountains of St. Gothard on the east, and by the ranges extending into Dauphiny on the west. We get a partial glimpse of the lakes of Geneva and of Annecy, whilst before us are the range of Jura bounding that portion of the horizon. The Buet can be best ascended from the Servoz side. It is, however, a very dangerous ascent; and no traveller should attempt its ascent without a good guide. The usual course to follow, is to stop at some chalet up the mountain, and start early next morning for the summit from which descend by the Val Orsine, and reach Chamouny in the evening.

On leaving Servoz our road crosses the torrent of the Dioza, and follows close to the base of the Breven. Near the Pont Pelissier, which the road crosses, are the ruins of the castle of St. Michael. The Les Montets, a steep and stony ascent, next interposes itself in our way, and we find ourselves on the upper storey, as it were, of the valley of the Arve. Here we are in close proximity to the mountain monarch, but cannot see his head, which is concealed by the stupendous Dome de Goûté. We now proceed through some beautiful meadows to Les Ouches, the first village met with in the valley. Two miles up above this place we meet the first of the white lines of glaciers which begin to be seen from Les Montets, extending themselves into the valley. It is called Tacongy, but is a a mere cipher to the ones extending themselves all round. As we proceed on, numerous torrents are passed, and the hamlet of Bossons is reached, near which is the glacier of the same name. The brilliancy of its ice, and fantastic forms of its pinnacle, sixty or seventy feet high, renders it a beautiful object, and worthy of a close inspection

The remarkable Cascades des Pelerins can be visited from the path which turns off two miles below Chamouny. The Arve is crossed a little bit above the Glacier of Bossons, and our road follows its right bank. The Glacier du Bois is seen at the head of the valley, a league beyond.

CHAMOUNY.—See page 346.

EXCURSIONS FROM CHAMOUNY.

ASCENT OF MONT BLANC.—Who that has ever visited Chamouny has not felt the piquancy of the excitement and delight of foreign travel? the more sensible, because of being unalloyed with the dross of official interference!

He looks from his hotel window, and sees the bustle consequent on numerous arrivals and departures. Guides gibbering forth their adventures in one corner, and tourists speculating on their plans for the morrow in another, keep up a continual croaking, quite in accordance with the various speculations hazarded. And, taking his eyes from off that point, he looks forth to see

"Above him, the Alps!
The palaces of Nature! whose vast walls
Have pinnacled in clouds their snowy scalps,
And throned Eternity in icy halls
Of cold sublimity; where forms and falls
The avalanche—the thunderbolt of snow!
All that expands the spirit, yet appals,
Gather around these summits, as to show
How Earth may pierce to Heaven, yet leave
Vain man below!"

The tour of Mont Blanc can be made with the greatest advantage from Chamouny over the Col de Bon Homme to Cormayeur in the Val d'Aosta, where Mont Blanc is seen in grander proportions and mightier lineaments than from the north side; and from thence by the Col de Ferret, or Great St. Bernard to Martigny, returning by the Tête Noir.

pass to Chamouny. The guide taken at Chamouny is not allowed to proceed further than Martigny, where a local guide must be engaged for the remainder of the journey. Should the journey be ended at Martigny, the guide returning to Chamouny can only demand one day's pay.

MONTANVERT.—A pleasant excursion can be made to this place. The excursion is generally undertaken for the purpose of making a visit to the Mer de Glace; the stupendous range of glaciers ending in Glacier du Bois, and the source of the Arveron, in the valley of Chamouny. The ascent is accomplished by a mule path in 2½ hours, and the descent in 2 hours.

We first cross the Meadows and the Arve by a path traversing the valley to the foot of the Montanvert. Here the path leads up a beautiful forest of pines, meeting at intervals very steep ascents. Large masses of rock, and uprooted trees, appearing now and again, mark the direction of the avalanches that have fallen at different periods. Half-way up the ascent we find a very pleasant and agreeable resting place, at a fountain called Caillet, beside which, it is asserted, Florian commenced his tale of *Claudine*. From here we have a magnificent view of the Breven and the Aiguilles Rouges. About a league further on is a ravine, formed by avalanches. Mounting towards the top, we see looking down upon us, from above the remotest heights of the pine tops, the Aiguille de Dru, a gigantic obelisk of granite. On the summit, at the Montanvert, we find an excellent inn, called the Pavilion, and good accommodation.

A short but steep descent leads to the Mer de Glace, or Sea of Ice, so called from its resemblance to the waves of the sea after a storm; the path passes by the Rocher des Anglais, or Rock of the English—several mountains environ the Mer de Glace. The appearance of this vast icy sea is wonderful to contemplate, and across it are some of the most majestic of those pinnacled mountains that add so much grandeur, and form such a striking peculiarity in the scenery of Chamouny. On the north-east is the Aiguille de Dru, which is the nearest; on the south-west is the Aiguille de Chârmoz; and on the left of the former is the Aiguille de Bochard; a forest of pinnacles, rising up between these, as it were to perforate the skies, appearing to hold up the giant of them all—called the Aiguille Verte.

Parties not proposing to cross the Mer de Glace should descend upon it and walk on it for 80 or 100 yards, as it is only by so doing they can clearly recognise its brilliancy of hue and deep pure colour of blue.

The JARDIN.—A visit from the Mer de Glace to the Jardin, forms one of the finest excursions in the entire range of the Alps. Persons wishing to enjoy it thoroughly should make the Pavilion their resting place for the night, where they will find comfortable sleeping accommodation. The chief object of this excursion, is to enable the tourist to penetrate into the remote dells and embosomed valleys of Mont Blanc, in order that its scenes of savage solitude and wilderneases of rugged horrors might be more fully entered upon. No one should attempt the passage without a guide, who can carry provisions to the Jardin, the Mont Breven, the Chapeau, and to any other places where refreshment might prove necessary. Bread, cold meat, and wine, are the best to be taken.

We follow the south-west side of the Mer de Glace, and after ascending either of the two passages called Les Ponts, the tourist descends to the edge of the glacier, and continues his course for some time along its moraine. Here is a very pure fountain, issuing through a natural arch in the rock. The path at length reaches the point where the Glaciers de Tacul and de Lechaud unite. Near the latter, we perceive four parallel and protracted heaps of rubbish on the Mer de Glace. After traversing the latter for two hours, the tourist arrives at the foot of the Talefre. The view of the Glacier de Talefre is here very sublime and awful. To attain the summit, we must ascend the rock called the Couvercle, which shoots up into the inaccessible Aiguille de Talefre. The necessity for here scrambling with both hands and feet, has gained for the passage the name of Egralets, or Petits Dégrès. It is, however, more difficult than dangerous. The plain of the Aiguille de Talefre affords an agreeable resting-place. Amid the laybrinth of granite blocks at the foot of this glacier is a rock, called the Pierre de Bérenger, which affords shelter to those surprised by bad weather. In the midst of the ice and snow is a flat rock, which, at the close of August, is covered with a layer of greensward, diversified with a variety of beautiful Alpine plants. This is the Jardin of this palace of nature, and its beauty can only be exceeded by the splendid sublimity of the surrounding objects. The journey from Montanvert to the Jardin can be performed in twelve hours, including two or three hours to rest.

Beyond the Jardin, is a place called Les Courtes, very difficult and dangerous of access, where minerals, &c., are collected.

In descending, we can avoid the Egralets by taking a direction across the glacier, a long and steep descent, which leads to the Glacier de Lechaud, abruptly terminated by the Aiguille de Lechaud and the Grand and Petit Jorasse. It requires nearly five hours to walk from Montanvert to the Jardine, and six hours to return thence to Chamouny.

The FLEGERE will also prove a delightful excursion, and enable one to enjoy an admirable view of the great monarch, of whom the poet sings—

"Mont Blanc is the monarch of mountains!
They crowned him long ago:
On a throne of rocks, in a robe of clouds,
With a diadem of snow."

Ladies will find this an exceedingly agreeable spot to view the monster mountain. The ascent can be accomplished by mules all the way up, and it is one of the best in the valley.

In case the traveller has not much time to devote

to the excursions about Chamouny, the two first worthy of visit are the Montanvert and Flegère.

The Breven also forms a favourite excursion, and, though many ladies perform the ascent, yet it is a very fatiguing one. Returning from it to Chamouny, the journey can be varied by taking the west side of the Breven, above the valley of Dioza, close by the lake, and then descending by the Chalets of Calaveiran, towards the village of Chapeau, whence a path leads down to Les Ouches, in the valley of Chamouny.

Source of the Arveron.—If we would avoid a separate excursion, we should immediately descend from the summit of Montanvert to the source of the Arveron, which issues from the Glacier des Bois. The descent is along a hollow, wrought by avalanches, and called La Filia. It is very steep, but not dangerous, and may be undertaken on foot

The Chapeau.—Those unwilling to encounter the ascent of the Montanvert, will find it the easiest course to proceed to the Chapeau, a slight eminence, commanding a tolerably good view of the Mer de Glace, and of the Aiguilles of Charnoz and le Bletière, immediately under Mont Blanc. It derives its chief interest from the close proximity in which it lies to the vicinity of the innumerable pyramids into which the glacier shoots up, at the point where it separates itself from the sea of ice. It is also a very convenient station for witnessing the descent of the blocks of ice, and hearing the tremendous noise wherewith it is accomplished.

The Ascent of Mont Blanc.—Of late years the feat of ascending this mighty mountain has become quite as common and fashionable as it was before rare and exceptional. The adventure—a daring one enough in its way—requires the aid of half a dozen guides.

Mont Blanc, every schoolboy knows, is the highest mountain in Europe. It is situated between the valleys of Chamouny and Entrèves. It has three principal summits; the most westerly is called the *Dome du Goute*, that in the middle the Grand Mont Blanc, and the most easterly the Tacul. It requires two days for the dangerous excursion from Chamouny to Mont Blanc—the first from the former place to that called Les Grands Mulets, where the shelter of a rock can be obtained; the second from this spot to the summit and back; Those who make the attempt from the mountain of La Côte, proceed from the Prieuré to the village of Bossons, turn aside on the right near the foot of the glacier, and proceed to the hamlet Du Mont. A little further begins the ascent, which follows the bank of the torrent that issues from the Glacier de Taconay. Mules can proceed to the distance of two miles from the Prieuré; but the remainder must be performed on foot.

Though it may be very gratifying to make this ascent, yet it is highly dangerous, and should scarcely be attempted, as it must be considered as hardly justifiable to endanger, not only one's own life, but the lives of the guides—poor men who risk their existence through necessity, and for, after all, a very trifling consideration. And the traveller, safely seated in his hotel at Chamouny, can, if he choose to inquire, hear some curious details; and, it may be, interesting stories in reference to the hair's-breadth escapes, &c., of those whose morbid love of notoriety awakened in their bosoms the determination of making the ascent of Mont Blanc.

ROUTE 13.

Pass of the Julier, from Coire up the Valley of Oberhalbstein, to the Baths of St. Montz, in the Engadine and Samadan.

Distance, 52 English miles.

Conveyance by diligence daily, Sundays excepted, as far as Samaden, in 15 hours.

Departing from Coire, we leave the entrance of the Schalfik, that on our left, and pass the unimportant villages of Malix, Churwalden, and Parpan, whence we pass over a wild and rugged moor to

Lenz.—Inn: Krone.

From this place a path leads to the Albula, and another by carriage road to the Julier. On quitting Lenz we hear nothing spoken but Romansch, German not being understood unless at inns. We cross the Albula before reaching

Tiefenkasten, a small and pretty village, situated in a deep hollow at the opening of the valley leading up to the base of the Julier and Septimer, distant about 20 miles. It is beautiful and picturesque, and may be said to concentrate in itself the combined beauties of the entire pass, being profusely ornamented with castellated ruins, the mouldering battlements of which are finely attractive and deeply interesting. On our entering the Oberhalbstein or valley, we see on the left the path leading to the Albula. Departing from Tiefenkasten, the road directs its course through a gorge called the Stein, resplendent in gorgeous and brilliant scenery, scarcely inferior to that of the Via Mala.

As we approach Turzen, cheerless and bleak scenery, not at all lessened by the squalid aspect of the inhabitants, meets the eye. From here we pass up a fatiguing and steep ascent, replete with picturesque scenery, which invests our pathway to

Molins (*Mühln*), where we find an excellent hotel. The village is a small one, agreeably situated in a small amphitheatre, and embosomed in the most captivating scenery of the Oberhalbstein. From here we proceed over the stream of the Taller, which we recross at the villages of Sanr and Marmels, from whence we arrive at the point where branches the two passes of the Julier and Septimer, at the village of

Rivio or Stalla, a poor-looking spot, situated at the foot of the Pitz d'Emet, where the only accom-

modation to be had is at the residence of the *curé*, a Capuchin friar, who will probably be hospitable to a traveller.

A path leads from the Septimer into the Val Bregaglia, taking two hours to reach the summit from Bivio, a place located in a kind of secluded reservoir, hemmed in on all sides by high mountains. Not a trace of vegetation, not a single green spot, on which the eye could rest, is here to be met with. All is barren and inhospitable; so much so, that no tree nor shrub ever grows there, and the inhabitants are obliged to burn sheep dung for fuel. At its height, 5,630 feet above the sea, a vegetable can scarcely ripen.

The JULIER Pass is 6,830 feet above the level of the sea, and it requires two hours to ascend to the summit from Stalla. The scenery is very mediocre in its character, but the ascent is safe, and the mount perfectly free from avalanches. On arriving at the top we see Julius' columns, two granite piers or milestones, through which the road passes. Though they are very rude and without an inscription, yet they possess an interest from the supposition that they were set up by Augustus, on the occasion of his causing a Roman highway to be carried over the passes of the Maloja and Julier from Chiavenna. In 1823 a carriage-road was constructed across this pass to St. Moritz, but with very few beneficial results. We make our way by a very easy ascent into the Engadine, to

SILVA PLANA.—Inn: Croix Blanche.

A small village, interestingly situated between two small lakes, at the point where we meet the two roads from the passes of the Julier and Maloja. On the left bank of the Isere, into which the small lakes fall, is

ST. MORITZ.—Inns: Obere Gasthof, Mittlere, and Untere Gasthof.

A small but thriving village, situated on the west and south slopes of a charming hill, and containing a population of about 180. This place is now acquiring a very high repute as a watering-place, in consequence of a very powerful chalybeate spring, which rises at a spot 20 minutes' walk from the village at the foot of Mount Rosegg, on the right bank of the river Isere, in a swampy prairie. The spring is covered by a *kurhaus*, and the water used in the baths is heated. This spring was first spoken of by Paracelsus, in 1539. The village overhangs the river, and embraces a fine prospect of the several verdant lakes formed by it in its onward course. It is surrounded by a pasture country, the climate being too severe to permit of even the growth of barley. The forests of larch seen about present an agreeable and diversified aspect in the landscape; and to the lovers of angling the little lake close by the village will afford capital sport in trout fishing, from the 1st of May to the end of October, when it freezes, and is covered with ice until the ensuing summer.

Excursions can be made from here to the Lugni See, the source of the Isere, up the valley to the great Bernina glacier, and down the valley to the pass of Finstermünz.

SAMADIN.

ROUTE 14.

Coire to Ponte in the Engadine, by Weissenstein and the Albula Pass.

Distance, 48 Eng. miles; accomplished in 15 hours.

As far as Lenz, the route leads through a bridle path, and is all the same as the preceding one, up to that point where it takes an easterly direction round the shoulder of the mountain, and passes the village of Brienz to ascend the Albula, after leaving Tiefenkasten on the right. As we proceed, we see on the left, towering above us, perched on an almost inaccessible rock, the Castle of Belfort. Three miles from this point we find the baths of the Alvenue situated on the right bank of the Albula, the stream of which we follow, ascending in a south-eastern direction to

FILISUR—A beautiful village, approaching nearer the character of a town in its size, situated on the right bank of the Albula, remarkable for its white and clean appearance, as also for its striking resemblance to the Engadine. The inhabitants of Filisur are particularly skilful as pastry cooks, in which capacity they very often find employment in various parts of Europe. Close by are the ruins of Schloss Greifensten; and two miles above it are the silver mines of Bonacelsa, now no longer worked; and four miles thence we enter the narrow ravine of the Berguner-stein, remarkable for its striking likeness in scenery and outline to the Via Mala. Its outlet is exceedingly grand, more than 1000 feet, the path being hewn through a rock beneath, while, at the distance of 600 feet, the Albula roars and thunders its foaming waters.

BERGUN (*Rom.*, Bergogn.)—A small village delightfully imbedded in the mountains, and inhabited by muleteers and carters, speaking the Romansch, and professing the Protestant faith. From here a steep road leads to the *chalêt*, an inn of

WEISSENSTEIN, which is 4900 feet above the level of the sea, adjoining a small lake, which supplies excellent red trout. The lake is overshadowed by frightful precipices, and presents a cheerless aspect. Our path upwards from here borders the north side of the lake. Close by are easily discernible the traces of a Roman road. A savage and rugged ravine, named Trummer-thal, filled with pieces of rocks swept from the heights above by the avalanches, leads to

The top of the PASS OF THE ALBULA, 6890 feet above the level of the sea, and marked by a cross. Sad and mournful is the scene of desolation all round. Close by is a small lake and on the north of the path rises the two peaks of the Albula—Crap-Alv, or White Rock, 7960 feet, and Piz Err, 8770 feet high. At times the descent into the Ober Engadine is dangerous to travellers, from the fall of avalanches.

PONT, or PUNT.—Inn: Couronne.

This small village is situated at the foot of the Pass. See next route.

ROUTE 15.

The Engadine and St. Moritz to Nanders and the Pass of Finstermunz.

Distance, 52 English miles; accomplished in 18 hours.

The Engadine, or valley of the higher Isere, is traversed by a char road, very bad in the lower part, but pretty good on the higher portion of the valley, which is one of the highest inhabited among the Alps, its elevation being 5600 feet above the sea at Sils, and 3234 feet at Martinsbruck, the former of which is the highest, and the latter the lowest village. Its atmosphere is ungenial and severe, it having nine months of winter and three of cold weather; and yet, in no other valley among the Alps, do we find such large and populous villages. Massive glaciers separate it from Italy on the south; and it has at least twenty tributary valleys. The inhabitants of the Engadine are comfortable and wealthy; there poverty is rare, and mendicancy unknown; the houses are neat, elegantly fitted up, and tastefully decorated, and painted with a brilliant whitewash. All this will strike our mind as wonderful in the extreme, when, looking at the barrenness of the soil, and inclemency of the climate, the only grain grown being but stunted crops of rye, barley, and potatoes, of which even the natives do not take any care. Their meadows are let to the Bermagesque shepherds; and their harvests are saved in by the Tyrolese haymakers, who repair thither annually in the season, and yet they are all millionaires in florins. This wealth is accumulated in all the great cities of Europe, whither they emigrate at an early age, and in nearly all of which they are to be found exercising their art as pastrycooks, confectioners, chocolate venders, &c., in which callings they realise considerable wealth. They return to end their days in their native valley. They are all Protestants, and are remarkable for their morality and other virtues.

Though the inns are generally bad in the Engadine, yet the wine is good, and pastry excellent; and many of the inhabitants will be found intelligent and agreeable. The universal language spoken is the Ladin—a dialect of the Romansch; but several of the returned *pâtissiers* speak French, Italian, and English.

Below St. Moritz, the river leaving the lake forms a pretty fall. Our road now passes through the villages of Celerina and Samaden. The latter has a population of 500, and is one of the richest in the Upper Engadine. Here the inn kept by Dr. Wettstein is good. Opposite the village we see opening up before us the road to Bernina, (see next Route) running up the valley of Pontresina. An *Eilwägen* leaves here daily for Coire. The path from the Albula (see preceding Route scends into the valley beyond Bevers

PONT or PUNT (see last Route), lies at the base of the Albula, with the ruins of the castle of Gardoval hanging over the latter village. This castle has connected with its destruction a rather singular story, to the effect, that in the days of serfdom it was owned by a licentious and brutalized seigneur, who supported an army of lawless freebooters; and but he cast his eye on the fair daughter of Adam, a farmer of the village of Camogask, and sent his servants to demand that she should be sent to him. The father stifled his anger, promised obedience to his lord's command; and next morning, accompanied by his daughter dressed in bridal attire, and attended by a number of friends, presented himself at the castle, where he was met by its libertine master, who was about to clasp his victim to his bosom, when her father's dagger was plunged into his heart, at the same instant that his companions made themselves masters of the stronghold and slew the soldiery. The castle was reduced to ruins; and from that day the serfs of the Engadine were emancipated.

ZUTZ or SUOZ, a small village of 600 inhabitants. Here we see the old tower, which is the only remnant of the Stammhaus, a castle once owned by the Planta family, who held the fief of the Engadine as early as 1139. We here find the climate assuming a milder aspect, which perhaps is occasioned by the shelter afforded to the place against the blasts of the Maloja.

SCAUFS.—A pretty village, thickly populated, more so than any other in the valley. From here we find a path over the Scaletta Pass, 7,820 feet above the sea, to Davos. At Scaufs also terminates the good road of the Upper Engadine, which is divided from the Lower Engadine at the Ponte Alto, beneath the Casannaberg. The road here is rough and steep, and the country around poor and non-picturesque.

CERNETZ or ZERNETS.—Inns: Poste, Lion d'Or.

A pretty large village, remarkable for its beautiful church and two feudal towers. From here 6 hours' hard walking brings us to the Münster Thal, by the Buffalora Pass, the road to which is a char one, and should not be traversed without a guide, and runs up the opposite valley of Forno. It descends at a little less than midway into a wild and desolate valley, where we find an inn, the only house between the two places. On reaching the top of the Pass, which we do after about 2½ hours' walking from the inn, we can enjoy the delightful view of the Münster Thal, where we arrive after about one and a half hours' walking from the top; arriving in two hours more at Santa Maria. We can reach Bormio, at the base of the Grand Pass of the Stelvio, by the Val Forno.

Before reaching the villages Lavin, Zutz, and Ardetz, the road becomes very zig-zag, winding up and down in all directions, and making a very wide sweep from the river Isere, between Ardetz and Fettan.

TARASP.—The only Roman Catholic village in the Engadine, lies opposite Fettan. The inhabitants never emigrate like their neighbours of the other villages. An excellent mineral spring near the castle, by the margin of the river, makes Tarasp very attractive just now, and causes numerous hotels, &c., to spring up about it. The locality is a delightful one, and the people civil and obliging, and this should be made the resting-place for travellers going up or down the Engadine, who will find excellent accommodation at the inn, Albergo Conzetti.

SCHUOLS or SCHULZ.—A handsome village, having a population of 1150 souls, and surrounded with extensive tracts of corn-land. In 1679, the first

Romansch translation of the Bible was printed at Schuols. Close by Remus, where we find a long wooden bridge spanning the Wraunka Tobel gorge, is very picturesque scenery; and above the bridge we see the ruins of the castle of Chiamuff, destroyed in 1475 by the Austrians.

Approaching Martinsbruck, the picturesque loveliness of the valley of the Isere is delightful in the extreme. The Isere is crossed here, and the road takes its way in a circuitous turn up a wooded eminence, which forms the boundary between Switzerland and the Tyrol. Shortly before reaching Nanders, a mile or so off from the defile of Finstermünz, we enter the Austrian dominions.

NAUDERS.

ROUTE 16.

Pass of the Bernina, from Samaden in the Engadine to Tirano in the Valteline, by Pontresina and Puschiavo.

Distance, 32½ English miles: accomplished in about ten hours; through a bridle path, accessible for chars at both extremities, and by no means difficult or attended with danger.

From St. Moritz to Madonna di Tirano the walk is eleven hours, and the Pass is fruitful in very many magnificent views.

Persons intending to pass from Tirano to Chiavenna, should be particularly careful to have an Austrian *visa* to their passports, otherwise they will have to turn back an entire day's journey.

At Pontresina, between St. Moritz and Madonna di Tirano, fair accommodation is to be had.

The Bernina separates the valleys of the Engadine and the Bregaglia on the north, and Valteline on the south. Their height varies, the lowest being 8000 feet, and the highest 12,000 feet high at their summits. It is crossed by many very difficult paths, the chief one of which is called the Bernina Pass.

Departing from Samaden, the road proceeds southwards, and by the right bank of the mountain stream, Flatz; ascends the valley Pontresina, from whence there is a footpath to St. Moritz, from which place Pontresina can be reached in the same time as by the char road.

PONTRESINA.—Inn: Aigle.

At this village travellers can hire horses and guides for the ascent of the Pass. Adjoining the road, about one hour's walk above Pontresina, we see the colossal Glacier of Mortiratsh, filling the mouth of a side valley, and crowned by a number of snowy peaks.

BERNINA.—A miserable spot below the summit, and serving as a halting place for mules, &c.

Between the small lakes called the Black Leg and the White Leg, rises the culminating point, at a height of 7180 feet above the level of the sea.

A path to the east branches off here to the Lago Bianco, and crosses the neighbouring ridge of the Camin Passes, La Rosa and Piscadella, watering the valley of Puschiavo.

PUSCHIAVO.—Inn: Faucon—bad.

The chief town in the valley, built in the Italian fashion, and containing a population of 1050 souls. It has standing above it the ruined castle of Oligeti and carries on a prosperous traffic in goods.

A short distance from here there is an excellent little lake, skirted by the road, and in it very good sport can be enjoyed by the lovers of angling, as it affords beautiful trout.

BRUSIO is the last Swiss village we meet.

MADONNA DI TIRANO.—From here a walk of eleven hours brings us by Cavaglia to St. Moritz.

ROUTE 17.

Route up the Rhine.

For the skeleton routes to the Rhine, its navigation, and other synoptical details, see page 297.

THE RHINE.—This river, over the entire aspect and character of which the supreme architect seems to have shed brilliant streaks of glorious scenery and picturesque grandeur, is no less remarkable for the combination of natural loveliness that characterizes its scenery, than for the historical traditions interwoven with every phare of its history, representing Roman conquests and defeats; feudal events full of chivalry and daring; and of the wars and negotiations of modern days. Its banks possess an interest, as having reposing beside them the bones and ashes of emperors and heroes. It takes its rise from three small springs flowing from three different mountains. Multitudes of torrents increase it until it falls into the Lake of Constance, which it crosses with great impetuosity for about 18 miles, passing away from it between the villages of Styger and Eschenez. The picturesque grandeur of the Rhine first shadows forth its beautiful brilliancy at the magnificent cluster of mountains called the Siebengebirge, about 20 miles above Cologne. From this place, along the banks of the river as far as Mayence, are scenes of surpassing loveliness and romantic beauty; nor can the tourist, hurriedly passing up the stream in a steam-boat, have any idea of the natural beauty and grandeur of the scenery through which he passes. A mere trip up the Rhine, as English travellers generally confine themselves to, is nothing. Below Bonn or Godesberg, the river scenery is scarcely worth a glance. In a word, it is impossible for the tourist to explore or appreciate the beauties of the Rhine, unless he halt at intervals at Bonn, Coblentz, St. Goar, Bingen, or Rüdesheim.

COLOGNE TO BONN, ROLANDSECK, AND NEUWIED, See page 85—journey is made by rail in two hours, and by steam-boat in about four hours. The line passes through a beautiful country corn fields close to the Rhine and adjacent to the Vorgebirge hills.

KALSCHEUREN STATION.

BRUHL STATION—A small town with about 2100 inhabitants, opposite the Chateau, erected in 1728 by the Episcopal Elector, Clement Augusta. In it are several portraits of the German Princes. It was here the King of Prussia entertained our gracious sovereign Queen Victoria in 1845, when she visited it during the Beethoven festival at Bonn.

WALDORF—The remains of a Roman aqueduct, stretching along the course of the Erft, is here.

ROBSDORF STATION.—A brilliant view of the outline of the seven mountains beyond the Rhine may be had here.

BONN—See page 302. Here the beauties of the Rhine begin to unfold themselves. They are written on every single character that meet the eye, and painted alike on the rugged rock, the stupendous cliff, the placid face of the waters, as on the venerable castles reflected on their smooth surface.

PITTERSDORF.—Here the steamer stops to take up passengers to or from Godesberg.

GODESBERG.—Is a small village near the Rhine, containing about 1000 inhabitants. The Druitscher Brunnen mineral spring and the baths are close by it. The castle keep, on the top of the hill, is an interesting object; it is approached by a serpentine path, and is a building of the 13th century, erected by the Archbishops of Cologne, on the site of a Roman fort. It was taken and blown up by the Bavarians in 1583. A magnificent view of the Rhine can be enjoyed from the Donjon keep, which is 100 feet high. From Godesberg excursions can be made to the volcanic hill of Rodesberg, the seven mountains. The shortest way to reach them is by crossing to Konigswinter over the Rhine by ferry-boat. A very interesting and delightful excursion, of about one day's length, may be made from the foot of the Drachenfels, by ascending the left bank of the Rhine to Rolandsbeck, and again going down the river to Konigswinter. A tour up the Arve valley can also be profitably made; and with the excursion to the seven mountains, a visit can be made to the celebrated Cistercian Abbey of Heisterbach.

KONIGSWINTER.—Is met on the left in ascending, a village of about 1600 inhabitants, situated at the foot of the Drachenfels, the ascent of which from here can be made in about half an hour.

THE SEVEN MOUNTAINS are seen above, and are a beautiful opening to the magnificent scenery of the Rhine. They rise in towering majesty above its banks, and are seven in number, as follows:—Stromberg, 1,053 feet; Niederstromberg, 1,066 feet; Oelberg, 1,456 feet; Wolkenberg, 1,057 feet; Drachenfels, 1,051 feet; and Lowenberg and Hemmerich. On their respective summits are the remains of an antique church, or castle. Drachenfels, or the Dragon Rock, is the most remarkable, and derives double interest from having been the subject of Byron's muse.

"The castled crag of Drachenfels
Frowns o'er the wide and winding Rhine,
Whose breast of waters broadly swells
Between the banks which bear the vine;
And hills all rich with blossom'd trees,
And fields which promise corn and wine;
And scatter'd cities crowning these,
Whose far white walls along them shine,
Have strew'd a scene, which I should see
With double joy wert thou with me."

The summit of this mountain can be arrived at in little less time than an hour from Konigswinter. From its top a magnificent view may be enjoyed of the country and objects all round. In our ascent up we pass the quarry from which was taken the stone used in the erection of the Cologne Cathedral. Close to the top is a very good inn, where the traveller will find comfortable accommodation, and enjoy a magnificent view of the sun-rise, should he stop over night and sleep there. From here the view extends down the river for about 20 miles, closed in by high and picturesque rocks, which impart a wild aspect to the scene, greatly relieved however by the villages and farm-houses filling up the foreground. The chief objects of attraction are the summits of the Seven Mountains, the Dungeon of Godesberg, the Volcanic Chain of the Elfel, and the Island of Nonenworth. On the summit of the Lowenberg are the ruins of the castle in which Melancthon and Bucer dwelt for a short period with the Archbishop Herman Von Wold. Close to Mehlem we find an extinct volcano, one of the most interesting on the Rhine, called the Rodesberg. Its crater is a quarter of a mile round, and 100 feet deep. A good prospect of the Rhine may be had from the arch and turrets of the Castle of Rolandseck, approached through the Eliasschluct Gorge. The road from Rolandseck to Remagen is carried through a rock. It was begun by the Bavarians, continued by the French, and perfected by the Prussians. To the right, beyond Remagen, are to be seen the Erpeler Lei basaltic precipices, 700 feet high. Here the traveller will have cause to be delighted at the successful effort, made by industry and skill, to turn a barren rock into a fruitful vineyard. The vines flourish in luxuriant grandeur, and are planted in baskets, placed in the crevices of the basalt, where they are preserved from being washed away by the rains.

LINZ—Is on the left bank of the river, in ascending, and contains about two thousand three hundred inhabitants. The tower standing near the Rhine Gate was built by one of the Archbishops of Cologne, as a defence against the burghers of Andernach. A splendid view is enjoyed from the Pfarrkirche, in which there are some very interesting monuments, and a couple of pictures, dated 1463. The battle of Leipzig is commemorated by a cross, 40 or 50 feet high, erected on the top of the Hummelsberg, a mount to the rear of Linz, opposite which the Ahr flows into the Rhine. From its mouth we can see up the Ahr valley, discerning the black conical summit of the Landskrone.

SINZIG.—See pag 302.—The village of Niedersbreisig is to the right with Oberbreisig and its old

church close by. To the right is also seen the Castle of Rheineck, built for Professor Bethman Hollweg, of Bonn. It contains some paintings by Steinle, and from its garden a very fine view may be obtained.

BROHL.—A small town on the right, near the mouth of the stream and valley of the Brohl. The Paper Mill here is worth a visit; it has a collection of Dutch pictures. This mill, and many others, are driven by the stream, and are employed in grinding tuff stone into cement. About five miles up the valley of the Ahr is the mineral spring, called Tonistein. From Brohl an agreeable excursion can be made to the Lake of Laach. To the left are seen the broken walls of Hammerstein Castle, erected in the 12th century, and remarkable as having been the refuge of Henry IV. of England in 1105, who fled there to avoid the persecution of his son. It was destroyed in 1660; within it is a little old church, deeply interesting.

NAMEDY to the right, with a pretty church.

ANDERNACH.—(See page 303.)

NEUWIED is met on the left. (See page 303.)

WEISSENTHURM.—(See page 303.)—A little further on the road leaves the Rhine, and is not seen until we near Coblenz. To the left is Engers, a small village, with a remarkably-built Château; and above it are the ruins of a Roman bridge, built, it is said, thirty eight years B.C. The ruins are seen in the bed of the river.

MULHOFEN.—A small village to the left, at the mouth of the river Sayn. A road leading from Engers, three miles distant, and from Coblenz, eight miles distant, to the village and château of Sayn, wends up the valley. At the rear of the village of Bindorf, close by, are the Cannon Foundry and Ironworks, as large as any of the great ironworks in England. The Premonstrant Abbey at Sayn, founded in 1202, will interest deeply. At the extreme point of the valley is the castle of the Counts of Isenburg. The valley is certainly a delightful one, containing summer-houses, &c. It forms a favourite object of summer visits to the people of Coblenz. The venerable and noble Abbey of Rommersdorf is seen on the slope of a hill north of the valley, about two miles north of Sayn, and the same distance north-east of Engers. To the left is next seen the walls of the Castle of Ehrenbreitstein.

NEUENDORF.—Here the rafts are formed. As the traveller will see these rafts, it may be interesting to observe, they are the produce of the forests covering the hills and mountains watered by the Rhine and its tributaries,—the Necker, the Murz, Main, and Moselle. After being thrown down from their lofty heights they are felled, and cast into some stream sufficient to float them. Thus is tree after tree bound together, and conveyed from stream to stream, until floating islands are formed, which are bound into one great fabric and navigated to Dortrecht, where it is sold. As the mass floats along, it presents the appearance of a little village. On its broad surface are built 10 or 14 wooden huts. Four or five hundred rowers and assistants are required. These are directed by pilots and the proprietor, who lives on board the raft, in a house built expressly for him, superior in size, &c. to the others. The workpeople are accompanied by their wives and children, and knitting, sewing, &c. are carried on during the day. A very large quantity of provisions is consumed during the voyage; so much as 46,000 lbs. of bread, 31,000 lbs. of meat, 600 tuns of beer, and 8 or 10 butts of wine. The timber is sold at the end of the voyage, and often produces as much as £25,000, and oftentimes £30,000. The duration of the voyage is generally from eight days to six weeks.

To the right, near Kesselheim, are the remains of the Château of Schönbornlust, the residence of the Bourbon princes during their exile from France at the French revolution. Near the confluence of the Moselle and Rhine, to the right, is the monument to General Marceau, who fell on the field of Altenkirchen, in endeavouring to check the retreat of Jordan. Passing under the works of the Fort Emperor Francis, the road crosses the Moselle by a stone bridge, and enters Coblenz. Described at page 303.

At Coblenz the direct road to the Brunnen of Nassau leaves the Rhine. A great part of it is uninteresting, whilst some of the finest scenery of the Rhine lies between Coblenz and Bingen; and hence, to those wishing to explore its beauties, the post-road by the right bank as far as Bingen, where it crosses the river Rheingau and turns off to Wiesbaden, is preferable. In this case an excursion to Ems ought to be made, and to the Castle of Nassau, eight miles further. The cost of a carriage to Ems is 4½ dollars.

The tour of the MOSELLE to Treves can be made from Coblenz, returning on the river by steamer; or, if not all the way to Treves, a two days excursion might be made to Munster-Maifeld, the Castle of Elz, and the village of Alf—situated on the Moselle, at a point where the most beautiful scenery exists—and to the Baths of Bertrich.

A good day's excursion can be made by carriage, from Coblenz, by the Treves post-road, through Metternich to Lormig, to Munster-Maifeld, to the hill above Elz, where we leave the carriage, going to Gondorf, crossing the Moselle by a ferry to Niederfell, where refreshment is taken. Elz can be seen, a walk made to Moselkern or to Hatzenport, where a boat takes us down the river to Gondorfor-Cobern, where we recross the river, meet our carriage, and return to Coblenz by the right bank of a new and bad carriage road.

COBLENZ TO MAYENCE—(Distance, 57 English miles.)—There are 5 or 6 steamers daily performing the up voyage in about six hours, and the down voyage in four. Above Coblenz the long ridges of the mountains begin to hem in the Rhine, which extends as far as Bingen, flowing through a contracted gorge. An unrivalled scenery here presents itself to the eye. The broken fragments of feudal castles, the mouldering ruins of their dismantled battlements, with the walled towns and venerable buildings, form the most prominent features in the scene, which is doubly heightened by the historical associations connected with each

and every object that bursts upon the astonished vision. Leaving Coblenz we pass Forts Alexander and Constantine, situated on the right bank; and see the fortified fort which surmounts the heights of Pfaffendorf, situated above a village of the same name. Proceeding on, we pass Horchheim, which is the last Prussian village, and see opposite to it the Island of Oberweith, on which is built the country house of Count Pfaffenhofen. Three miles or so above Coblenz we see one of the most interesting castles on the Rhine, beautiful in its picturesque outline and commanding position, it may justly be styled the Proud Rock. It is called the castle of Stolzenfels, and was built by one of the archbishops of Treves. The wife of the Emperor Frederick II., and sister of Henry III., King of England, was received and lodged in this castle in 1235. A very good carriage road leads up to it, and about it there are very pretty plantations and shrubberies; it will well repay a visit. Its principal objects of attraction are the Rittersaal, an apartment painted with frescoes by Stilke. The subjects are numerous, representing very many scenes from history. In another room there is some armoury; and in it are to be seen the swords of Tilly, Blucher, Napoleon, Murat, &c. Queen Victoria, accompanied by the King of Prussia, visited it in 1845. From here to Mayence, both banks of the Lahn, and the left bank of the Rhine belong to Nassau. The church of St. John, a venerable ruin, is below the mouth of the Lahn. Its choir and columns are worth inspection. At a short distance from it, on the right hand bank of the Lahn, is the village of Nieder-Lahnstein, whence we cross to Stolzenfels by ferry. Railway from Lahnstein to Ems. For description of Ems see page 313.

The CASTLE of LAHNECK, OBERLAHNSTEIN, and RHENSE.—(See page 304.)

BRAUBACH—A little town to the left, standing at the base of a lofty rock, on which stands the strong and feudal fortress—the Castle of Marksburg In it is shown the cell where Henry II. was confined. It is worth a visit; and a magnificent view can be enjoyed from off the summit, of the Donjon keep. The castle is distant about seven miles from Ems, and is approached by a very passable road. Outside the town is a beautiful mineral spring of delicious water. Persons desirous of visiting Marksburg from the left bank of the Rhine, must cross the river at Nierderspay, where there is a ferry.

MARKSBURG.—(See page 305.

We next meet the three small villages, Mittlespay, Peterspay, and Oberspay, adjoining each other. The Rhine bends terribly at this point, and does not again resume its original position until we pass Boppart To the left, about two-and-a-half miles beyond Braubach is the Dinkholder Brunnen, a famous mineral spring, whilst the white walls of the castle of Liebeneck rise to the left above Ostberspay.

BOPPART.—(See page 305.)—To the rear of this place is a medical boarding-house for the water cure. There is another similar establishment near the river called the Mublbad.

Approaching Salzig on the right, the mountains recede a little from the banks, and give place to corn-fields and meadows. We next see the mouldering battlements and ruined towers of the castles of Sternberg and Liebenstein opposite, to the left of Salzig, seated on a lofty rock, clothed with vines. The traditions connected with their history make them interesting. They are called the brothers, from the fact of two brothers having resided in them. The brothers fell in love with the one lady, and became foes, and fell by each other's sword.

EHRENTHAL.—(See page 305.)—Above this is the small village of Welmich, situated at the base of a mountain. At its top are the ruins of the Castle of Thurnberg, built by Kuno V., Falkenstein, Archbishop of Treves, in 1363. It was called the Mouse, to distinguish it from the castle called the Cat, which is above St. Goarshausen. The view obtained here is beautiful, and deserves some little lingering o'er its scenery.

ST. GOAR.- (See page 305.) To the left, some delightful excursions and views may be had from the Nassau bank of the Rhine, and boats are always at hand to bring visiters over the river to

ST. GOARHAUSEN.—(See page 305.)

OBERWESEL.—(See page 305.)

To the right, the next object of interest we meet is Schomberg, a ruined castle built on a rock, and once the dwelling of an illustrious family of the same name, from which sprung Marshal Schomberg, the general of William the Third at the battle of the Boyne, in Ireland. Gutenfels is seen to the left, a ruined castle, situated above the town of Caub. Tradition derives its name from that of a beautiful girl called Gaudar, a favourite of Richard, Emperor of Germany, and brother of Henry III. of England. The castle was in pretty good condition until 1807, when the roof and wood-work were sold by auction, and the fine old structure became a ruin.

CAUB.—(See page 305.)—A toll is paid here to the Duke of Nassau by all vessels navigating the Rhine. The Duke is the only chieftain who exacts this feudal impost, though a couple of centuries since vessels had to pay 32 tolls on their voyage of the Rhine. Opposite Caub, in the centre of the river, we see the fine old Castle of Pfalz, built in the 13th century by the Emperor Lewis. There Louis le Débonnaire retired to die. The castle can only be approached by a ladder.

BACHARACH.—(See page 305.)—On the left is Lorchhausen, and a little further up the river are the ruins of the Castle of Nollingen; whilst on the left, above the village of Rheindebach, are the broken walls and round tower of Furstenburg, reduced to ruins in 1689.

LORCH.—(See page 306.)—Approaching Bingen and Assmanshausen, we see what may be truly styled the castellated Rhine. These castellated ruins, the moss-covered stones, and prostrated halls, all speak forcibly of the past; and, whilst calling up in every one of their broken particles the memory of other days, cannot but remind the student, the historian, and the traveller of the happy

change which has been effected from feudal barbarism to civil and constitutional principles. As we proceed along, we are attracted by the Castle of Reichaustein, or Falkenburg, which stands on our left, on a lofty jut of the rock; whilst further up, on the same bank, is the Castle of Rheinstein, built on a projecting rock that rises from the bank of the river. Not far from here, between the road and the river, rises beautiful and grand the Gothic church, dedicated to St. Clement. All, or nearly all, these strongholds of feudal robbery were destroyed at the close of the 13th century, by a decree of the Diet of the Empire. The Castle of Rheinstein is seen to the left; the ruins have been partially restored, so as to serve as a summer retreat for Prince Frederick of Prussia. The interior is well worth a minute inspection, and travellers will find no difficulty in getting access to it, there being a servant constantly there, who will shew visitors round it.

ASSMANSHAUSEN.—(See page 306.)

BINGEN.—(See page 306.)—The heights above Rudesheim and Assmanshausen, called the Niederwald, form a favourite excursion, which can be made in three or four hours. A boat may be taken from Bingen, and descend the Rhine to the Castle of Rheinstein in about half an hour. By crossing the Nahe in the ferry, a mile will be saved. The Rhine can again be crossed to Assmanhausen, after inspecting the castle. And then we descend for about one mile through the gully; behind the village we find a path leading from the right to the Jagd Schloss, where refreshments can be had. This excursion can be made in about an hour, and a few minutes more suffices to bring us to the Bezauberte Höhle, or Magic Cave. Here three magnificent landscapes of the Rhine may be enjoyed, one different from the other, and presenting the appearance of a beautiful diorama. The Rossel, an artificial ruin, on the very outpost of the precipice, is not far from the cave; overlooking the boisterous eddies of the Bingenloch. Here the ruin of Ehrenfels is seen clinging to the outer surface of the rock. This is one of the most magnificent views of the Rhine. Here the waters present rather a curious appearance, exhibiting three different colours. In the centre, the Rhine is a clear g. en; the Nahe, close to the left bank, a heavy brown: and the Maine, at the right bank, a dirty red. Though the Maine joins the Rhine more than 20 miles beyond Bingen, yet the waters, it is asserted, do not mingle until their arrival at the deep pool of the Lurlei. The path now again sinks into the wood, and merges, after a mile, at the Temple, a round building seen to the right. It rests on pillars, constructed on the edge of the hill. A splendid prospect extending up the Rhine and across the hills of the Bergstrasse and Odenwald, can be enjoyed here. The eye and mind will linger unconsciously on its beauties, until, after drinking in all the inspiration excited by the glorious development of the wild, the romantic, and the picturesque scenery with which it abounds, it must be confessed that it is the "loveliest landscape on earth." We descend from the Temple in about half an hour to Rudesheim, by a path in the midst of vineyards.

RUDESHEIM.—Tourists can make the excursion to the Niederwald from here. Paths also lead from here to the Temple on the right, and on the left to Jagd Schloss, and to Rossel. A picturesque old tower is seen at the upper end of the town. The stupendous quadrangular castle of Brömserberg stands at the other extremity. It is a building of the 12th century, and consists of three vaulted stories, resting on walls of from ten to sixteen feet thick. Its present proprietor, Count Ingelheim, has it preserved from decay so far as possible. A lofty square tower stands close to it. The castle of Brömserhof is in the centre of the town, and is interesting because of the tradition interwoven with its history. The family residence of the noble family of Brömser of Rudesheim, one of its illustrious knights, on being made prisoner by the Saracens, vowed that, if he ever returned to his native castle, he would consecrate his only daughter to the church, by devoting her to the cloister. Gisela was a beautiful girl, and loved and was beloved by a noble knight. On her father's return, he ordered her to prepare for the cell, and on her refusal threatened her with his curse. She, to avoid her fate, threw herself from off the battlements into the Rhine during a violent storm. Her body was found next day by some fishermen. Up to the present the villagers and fishermen fancy they see the ghost-like form of Gisela hovering over the scene of her destruction, mingling her lamentations with the sighing of the winds. The greatness and feudal grandeur of other days has now departed from the Brömserhof, its antiquities, &c., having been transferred to Johannisberg, and its area metamorphosed into common dwelling-houses. Between Kempten and Rudesheim there is a ferry that conveys parties over the Rhine. Mainz and Wiesbaden can be reached by carriages always ready for hire. The railway is now finished from Rudesheim to Wiesbaden.

The shortest road from Bingen to Mayence is by Ingelheim. Visitors to the Brunnen of Nassau cross the ferry to Rudesheim, and proceed by the beautiful road by the right bank of the Rhine. Halts should be made at Rudesheim to see the Niederwald; at Johannisberg to see the château and vineyard; at Hattenheim to dine, and see the old Convent of Eberbach, about two miles distant from the town. But before setting out, an understanding should be come to with the driver, to make these stops. Visitors to Schlangenbad face to the left, turning away from the Rhine at Eltville. Parties for Wiesbaden go on to Bieberich before leaving the Rhine, continuing by its side to Castel and Mayence. The distance to Castel from Rudesheim is about fourteen or fifteen miles. A scene of surpassing loveliness is here formed, by the mountains subsiding into gentle slopes, and the ridges of the Taunus receding to the river. The next district possesses many traits of soft picturesque beauty, delicate and sweet, mingled with richness and brilliancy.

GRÄFENBERG.—(See page 306.)—The vineyards of Johannisberg, producing the most famous of the Rhenish wine, was the property of the late Prince Metternich. The house was built in 1716, and was

considerably enlarged by its late owner. The view enjoyed from its terrace and balcony is very fine. At this place the Rhine finds its greatest breadth, of 2000 feet, stretching itself out to double the width which it does near Rudesheim. Its breadth at Cologne is 1,300 feet, and at Wesel 1,500. From here up to Mayence small islands are scattered in the centre of the channel. To the right we see Winkel, called Vini Cella, from the fact of Charlemagne's wine-cellar being here. A very remarkable church, a building of the 12th century, is seen at Mittelheim, near Winkel. Proceeding on, we see to the right Reichartshausen. Count Schonborn's Chateau, a little below the village of Hattenheim, which contains about 1,200 inhabitants. In this castle there is a very fine collection of paintings. Not far from this, higher up the river, is the hill of Strahlanberg, where grows the vine which produces the famous Markobrunner wine.

ERBACH.—A small village. An excursion can be made from here, or from Hattenheim, to the Cistercian Convent of Eberbach, formerly the most important monastic establishment on the Rhine. It stands in a beautiful position at the foot of the hills, surrounded by woods that shroud it like a garment. It is a building of the 12th century, and was founded by St. Bernard de Clairvaux, but now belongs to the Duke of Nassau, and is used as a prison. Its churches, which can be easily explored, are deeply interesting. Scattered among them are some very curious monuments; those of Katzenellenbagen and Von Stein (de Lapide) are worth notice, as are also the long Dormitory and Chapter House. Up the slope of the hill, close to the Convent, is the famous Steinberg vineyard, consisting of about 100 acres. A magnificent view of the surrounding scenery can be had from the Moss-house, on the Boss, a height close by here. The new building, about half a mile from the convent, is the lunatic asylum. On the opposite side of the Rhine can be seen Ingelheim, once the favourite residence of Charlemagne, but now a miserable village.

ELTVILLE.—A small town, with about 2,300 inhabitants, remarkable for its situation and picturesque Gothic towers. In the suburbs are some pretty villas. The village of Kiedrich, with its very beautiful Gothic church, lies beyond the village, in a sweet valley. It is here the Grafenberg wine is produced. A wide path, seven miles in length, leads through the woods to Schlangenbad. Nieder Walluff is to the right. Rauenthal, famous for its wine, is four miles distant.

SCHIERSTEIN, a small village, containing 1,400 inhabitants, is seen to the right, and is remarkable as being the spot where the Rheingau ends; as also for the picture gallery of M. Habel, which contains many paintings by the old masters. From here is a road to Schlangenbad, eight miles distant. Frauenstein with its splendid Linden-tree, the growth of centuries and the pride of the village, is four miles from Schierstein.

BIEBRICH.—(See page 307.)

MAYENCE.—(See page 307.)—Mayence is connected with Castel by a bridge of boats, 1,666 feet long, built across the Rhine; carriages passing this bridge are charged a very heavy toll. Travellers can proceed from here to Frankfort, by railway in one hour, and to Wiesbaden *vid* Biberich in about a quarter of an hour. Excursions can be made from Mayence to Frankfort and Wiesbaden by railway, and on their way the château and garden of Biberich can be visited. Tourists so inclined can proceed by steam-boat from Mayence to Coblenz and Cologne twice each day to Mannheim, and Strasburg, and by rail to Ludwigshafen, (opposite Mannheim) Metz, Paris, &c.

THE AHR VALLEY.—REMAGEN TO AHRWEILER AND ALTENAHR.—Distance from Remagen to Altenahr, 19 English miles; from Bonn to Altenahr, by carriage-road, 18 English miles. The route to and from Bonn, by Remagen, will occupy a long day. A conveyance starts daily from Bonn to Altenahar, accomplishing the journey in about five hours, and to Treves in about 20, or sometimes 18 hours. At Preussischer Hof, in Remagen, a one-horse carriage may be engaged to Altenahr and back, for 3 thalers. (See foreign money.) Passengers by steamer landing at Lintz, and crossing the Rhine at Kripp, may engage a carriage there, or go on at once from Sinzig. The scenery of this valley is not less beautiful nor less interesting than that of the Rhine, and tourists visiting that river will find themselves amply repaid by an excursion by the valley of Ahr. This carriage-road ascends the valley by the left bank of the stream, passing by Badendorf and Lorsdorf, and the basalt-capped hill of Landskrone. A splendid view may be enjoyed from off the hill. Near to the road-side there is a mineral spring.

AHRWEILER—Is a small town with 1300 inhabitants, situated twelve miles distant from Remagen by the direct post road, and ten by the road over the hill. This place is rich in vineyards, and is the centre of the wine trade in the valley, which produces yearly about 76,000 English gallons. Though the town itself is pretty, yet its objects of attraction are not many. However, the town gates, its beautiful gothic church, and the Ursuline nunnery, situated on the opposite side of the Ahr, will attract attention and repay a visit. The gate tower also is an object of interest. Leaving Ahrweiler we meet Walporzheim, where the Burgundy grape is cultivated.

AHRBLEICHART.—Here the scenery is magnificently wild and beautiful, rocky cliffs towering upwards in their rugged majesty, hem in the valley, which becomes greatly contracted here. The ruins of a convent are seen to the right at Marienthal, and the road is shadowed by lofty precipices. To the rear of Dernau a path is found to lead over the hills to Altenahr, whilst the carriage road continues its course along the left bank of the Ahr, passing the beautiful village of Recho.

LOCHMUHLE.—Here is the chief fishery depôt.

Before entering Altenahr a brilliant scene indeed presents itself before us; precipices of slate tower

around and above us to the height of 400 feet, having seated on their highest peak the ruins of the castle of Altenahr. Above Reimerzhofen a footpath leads to the *cross*, where the best and most distinct view in the valley may be had. Another path on the opposite side leads up to the castle or down to the town. Travellers should send on the carriage from this spot and walk up to the *cross*.

ALTENAHR.—Is a small village with about five hundred inhabitants. The place is a neat and clean little spot. A good view of the windings of the Ahr can be enjoyed from the hill on the west of the town. Travellers should return to the Rhine by the sweet valley of Brohl, having first visited the Abbey of Lauch, twenty miles from the vale of Ahr. If we proceed on the road by way of Altenburg the castle of Kreuzberg and the church of Putzfeld form prominent objects of view.

ADENAU.—A small town with about 1300 inhabitants, situated under the mountain called Hohe Acht, 2434 feet above the sea, from which a magnificent view can be obtained. Not far from the town is the ruined castle of Nurberg.

THE RHINE.—MAYENCE to STRASBOURG by WORMS, MANNHEIM, and SPIRES.—A little above Mayence we notice a singular change in the aspect of the scenery; indeed it may be said the Rhine loses all its beauty. The plain through which it flows is flat and unvaried, whilst the fall of the river is not more than twenty-two or twenty-three feet between Spires and Mannheim.

CONVEYANCE—By railway.

Steamers proceed up the Rhine daily from Mayence to Mannheim. Steamers go from Mannheim to Strasbourg daily, accomplishing the journey in about twenty-one hours, stopping at Daxlanden or Leopoldshafen to drop passengers for Carlsruhe.

From STRASBOURG to COLOGNE in thirty hours, and from Mayence to Rotterdam in thirty hours.

OPPENHEIM.—(See page 307.)

GERNSHEIM.—(See page 307.)

WORMS.—(See page 307.)

OGGERSHEIM.—To the left the Neckar joins the Rhine about a quarter of a mile below Mannheim. A bridge of boats crosses the Rhine into

MANNHEIM.—(See page 307.)—A visit ought to be made from this place to Schwetzingen, distant about nine or ten miles. Its gardens are very beautiful, and its château will repay a visit. From here there is a railway to Heidelberg, (see page 76,) 16 miles distant; and to Frankfort and Carlsruhe; and from Ludwigshafen to Spires; to Kaiserslautern, Homberg, and Bexbach. Steamers also go several times a day to Mayence and Coblenz, and to Strasburg daily. We proceed from Ludwigshafen to Spires by rail, and leaving the station we see, on the side of the Kaiserstuhl, the castle of Heidelberg in the distance.

MUTTERSTADT and SCHIFFERSTADT are passed and we enter

SPIRES.—An old and venerable town, situate on the right bank of the Rhine. It contains population of about 10,500. At one period the number was 27,000. The history of Spires has been a varied and remarkable one. At one period the residence of Charlemagne, and other German Emperors, it was the seat of the Diet and the Free City of the Empire. During the middle ages imperial *fêtes*, court magnificence, and citizen violence were alternately the scenes to be heard of in this city. In 1689 it was burnt by the French, and was not rebuilt until after the peace of Ryswick, in 1697. The revolutionary army, under Custine, besieged the city in 1794, and took it after six different assaults. In 1816 it was ceded to Bavaria, since which period it has been considerably enlarged, and much of its old splendour restored. The Cathedral will be well worth the tourists' notice. This old and spacious building resisted all the efforts of the French miners to blow it up. The present Bavarian authorities have done much towards its partial restoration. It has been opened for public worship since 1824, though it was a complete ruin in 1816. The Hall of Antiquities, at the north-side, is worth especial notice. A broken wall of the Protestant Church is the only relic now remaining of the Imperial Palace, in which were held twenty-nine diets. From here a good road leads to Landau, and to the Castle of Trifels, prison-house of Richard Cœur-de-Lion.

We continue our voyage up the Rhine, and Phillipsburg to the left.

GERMERSHEIM.—A bridge of boats is Passing Lauterberg, Leopoldshafen, Kuhlin and Fort Louis, we arrive at Strasburg. page 268.)

MANNHEIM.—TO FRANKFORT BY RAIL.—Dis 53¼ English miles. Frankfort to Basle, by stadt, Heidelberg, Carlsruhe, and Frieberg. fort to Heidelberg, 53¼ English miles; Heid to Haltinger, 4 miles from Basle, 157 English

BASLE, for description of, See page 343.

FRANCE.

In our descriptive portion of this Guide, we give the great leading *routes* through Belgium, whilst we provide for the traveller through Switzerland in the preceding pages of this edition. And now in order that the tourist in France should be equally well catered for, we subjoin some valuable *routes* through that country; so that we, as far as in us lies, are endeavouring to meet the public requirements for Continental travelling.

ROUTE 18.

London to Paris, via Dover & Calais.

For description of route from London to Dover, and thence to Calais, passport information, management of baggage, &c. see Route 1, page 381.

Calais.—See p. 249.—Quitting this station, the railway almost makes the circuit of the town, and passes through a country as low and flat as it is undiversified by any beauties of sylvan scenery, and passing St. Pierre station, arrives at

Ardres.—A small fortified place, situated on a canal, from which it takes its name, and memorable as being the vicinity of the spot, close to which, in 1520, the famous meeting took place between Henry VIII. of England and Francis I. of France. The place of meeting was called the Field of the Cloth of Gold, and is situated to the west, midway between this station and Guisnes. The next stations arrived at are places of no importance, nor is there any thing remarkable in the scenery up to our arrival at

St. Omer.—See page 268.

Departing hence, we pass Eblinghem station, and reach

Hazebrouck, whence there is a branch line to Dunkirk. Leaving here, our journey is unmarked by any particularity of character.

We pass the stations of Strazeele, Bailleul, Steenwerck, Armentieres, and Perenchies, immediately after which the train stops at

Lille—See page 255.—Railway hence to Ghent and Brussels. Departing from Lille, we stop at the stations, Seclin, Carvin, and Leforêt, before arriving at

Douai—See page 252.—From here there is a railway to Valenciennes and Brussels by Mons.

Vitry and **Creux** being passed, the railway arrives at

Arras—See page 245.

Nothing of interest attracts our notice from the last station, until we arrive, after passing Boileux, Achiet, Albert, and Corbie stations, at

Amiens—See page 244.—Railway trains run from here to Abbeville and Boulogne. It is also a station where refreshments can be had. The time allowed is twenty-five minutes; coffee, tea, bread and butter, 1 fr.; chop, a glass of wine, and bread, 1 fr.

Conveyance to Beauvais through Noiremont; the distance 10 English miles. We next pass the stations of Boves, Ailly, and Breteuil, whence diligences go to Beauvais and St. Quentin, St. Just, and Clermont, after which we arrive at

Clermont-sur-Oise.—Inn: Croissant.

A small town, prettily situated on the slope of a hill, whose summit is crowned by a castle, now used for the purposes of a female penitentiary. It was the birth-place of the astronomer Cassini.

Diligences from here to Beauvais.

Liancourt Station is next met with, before arriving at

Creil.—See page 252.—The railway, which previously traversed the chalky high lands of Picardy, now descends into the valley of the Oise, and wends its way, amid agreeable scenery, to the stations of St. Leu, (whence there are diligences to Chantilly and Senlis), Boran, Beaumont-Sur-Oise, (a small town hemmed in by a round tower and old castle, with a population of 2100), Ile-Adam, and Auvers, whence it arrives at

Pontoise—See page 266.—From here coaches go to Gisors and Chaumont. The stations Herblay, Franconville, and Ermont, are passed before arriving at

Enghien—See page 253.

Quitting Enghien, the railway, after passing one of the detached forts encircling Paris, skirts the brink of the Seine to the right, and immediately arrives at

St. Denis.—See page 267.

Paris—See page 259.

ROUTE 19.

London to Paris, via Boulogne.

This route is an agreeable one. The journey from London to Folkestone is performed through a beautiful country; the sea passage across is expeditious, and the steamboats excellent.

A steam-boat communication exists between London and Boulogne *direct*.

For information as to the course to be pursued

on landing at Boulogne in reference to luggage, &c., see page xxx.

It may, however, be well to observe, that at Boulogne the baggage is *not* exempted from inspection, even though declared as *direct* for Paris.

The Railway station is opposite the harbour; and the passenger receives two tickets, one for his *fare* (which he should always have ready to show), the other for his luggage. At the sound of the bell he should leave the waiting-room and proceed to the carriage. The distance from Boulogne to Paris is 170 English miles.

Departing from Boulogne terminus, the railway turns a little to the west of the post road, and makes a lengthened *detour*, going close to the river Liane, the high grounds overhanging which form a very pretty prospect, until its arrival at Pont-de-Brique, close to a village of the same name which we do not see. To the right we see the De Clocheville château, in which Napoleon once lodged. The next station met is Neuchâtel, 8¼ miles from Boulogne. Before our arrival here, the road passes through the forest of Hardelot. Close to here is Condette, famous for the excellent game it affords to sportsmen, and for its large rabbit burrow. Our route from here is uninterrupted for 8½ miles, when we stop at

Etaples.—17 English miles—An old town, now almost in ruins, with a population of 2700, situated on the left of the mouth of the Canche. Almost adjoining the station we see the cemetery. The road proceeds on from here by a viaduct 900 feet long, and takes in a good view of the sea and sand banks, as it approaches Montreuil-Verton, 21 miles from Boulogne, a disagreeable-looking town, situated on a hill, and remarkable for a lofty flamboyant church, with a magnificent door on the western entrance under the towers. From the line we see Herdin, a small town centered amid gardens, meadow-land, and water ponds, and shortly after arrive at

Rue—34 miles from Boulogne—A small but deeply interesting town. Its chief object of interest is the church of the Holy Spirit, or Saint Esprit, which will well repay a visit. Not far from here is Crecy, on the field of which Edward III. fought his battle in 1440, and hence called "the battle of Crecy." Passing the station of Noyelle we arrive at

Abbeville—See page 243—49½ English miles from Boulogne. The railway from here to Amiens directs its course by the left bank up along the valley of the Somme. The first station from Abbeville is

Pont Remy—54 English miles—A small village on the right bank of the Somme, remarkable for its old castle. Six miles further on is Longpré, surrounded by very pretty and picturesque suburbs. Quitting here, the road passes through deep cuttings, enclosed on either side by high grounds, and completely hemming in the view. Before reaching Hangest, we see at a distance the Camp l'Etole, an old Roman fort, oval-shaped.

Hangest—65 English miles from Boulogne.—Beautiful indeed in picturesque loveliness, is the country through which our route now lies. Wood and water, verdure and crystal brilliancy, contribute to heighten the loveliness of the country as we pass on to

Picquigny—4 miles from Hangest—A village of 1600 inhabitants, famous in history as the place where Louis XI. and Edward IV. met to sign the treaty called after that place. The distrust of both monarchs was so great, that a barrier of strong wooden palisades was placed between them, and room enough only left them to shake hands. Close to the church we see the ruined castle, celebrated in her letters by Madame de Sévigné. Departing hence, we pass Ailly and reach

Amiens—77 English miles from Boulogne, and 93 from Paris.

For description of route from here to Paris, see preceding route pages.

ROUTE 20.

London to Paris, by Southampton and Havre.

Havre.—See page 254.—The Railway departing from Havre terminus, situated close to the Cours Napoleon, passes through a street of gardens, villas, and guinguettes, as far as Graville, which is seen to the right, a little above the road, and is interesting because of its church, built in the Norman style of architecture, and dating from the eleventh century. From here the railway proceeds along the side of a sloping hill, and takes in at intervals a view of the Seine, whose embouchure is seen now and again between the trees and houses, until our arrival at

Harfleur—A small town of no importance. Its church, a building of the fifteenth century, is surmounted by a tower and spire, and ornamented by a fringed portal, which are well worth seeing. From the terrace of the Chateau of Orcher, on the heights above the town, a splendid view of the river can be enjoyed.

St. Romain and **Beuzeville** are next arrived at. At the latter, the railway ascends. The road is carried over a viaduct of forty-eight brick arches, the highest 106 feet above the ground, at Mirville, and requires an extra engine to enable the train to surmount the ascent.

Bolbec and **Nointot**—Bolbec is a manufacturing town, situated on the right bank of the river from which it takes its name. The town is located in one of the pleasant little valleys intersecting the Pays de Caux. It has a large number of cotton mills, and printworks, bleaching-grounds, &c. Lillebonne, a venerable old town, is five miles from here, and deserves a visit, to enable the tourist to view its Roman theatre. Five miles from the last station we come to Alvimare, whence the railroad proceeds through the centre of the Pays de Caux, a high table land highly fertile, and now and again intersected by watercourses, and arrive at

Yvetot—An industrious town, nearly composed of timber houses, and carrying on some manufactures

in cotton, but completely barren as regards objects of interest. Its population is 9,100. Motteville and Pavilly are next passed. Leaving Pavilly, the railway descends from the table land of the Pays de Caux into the basin in which Rouen is situated, and arrives at

Barentin—A small town with 2,600 inhabitants, and the seat of some cotton mills. Coming to this station, the road is carried over a curved viaduct of twenty-seven arches, each sixty feet span. From here the railway crosses the valley of Barentin, is carried over the high grounds, and passes through the heights of Picy Pouille by a tunnel one mile and three furlongs long, sweeps over an embankment and viaduct of eight arches, arriving at Malaunay (here is the junction line to Dieppe); whence it passes on to Maromme, and proceeds through a country full of mills and factories to Rouen, before reaching which station, in the Rue Verte, it has to pass through three tunnels and over a viaduct. It enters the first one close to the village of Deville, and penetrates beneath the suburbs of Causine, Beauvoisine, and St. Hilaire, near which it passes a second tunnel 1,530 yards long, takes a sweep round the Boulevards, and enters the third tunnel, which is 1,133 yards long, and carried under the hill of St. Catherine, describing a radius of nearly half a mile.

Rouen Station lies in a hole, and is shut in by escarpments of stone, excluding all view of the town—described at page 267. There is also a station on the left bank.

Leaving the Rouen Station, the railway passes along the right bank of the Seine, through St. Etienne de Rouvray and Sotteville, to

Tourville—Where passengers get out for

[**Elbœuf**—An exclusively manufacturing town, the Leeds of France—having a population of 15,000, and about 20,000 weavers in the adjoining communes.] Departing from Tourville, the road passes by a short tunnel through the hill of Tourville, arriving at

Pont de l'Arche—A small town with a gothic church, containing some curiously painted glass. A bridge of twenty-two arches crosses the Seine here. A good view can be obtained from it. The railway leaves the last station by the left bank of the Seine, and again crosses the river, before arriving at

St. Pierre de Vauvray:—[Five miles west of this station is Louviers—a manufacturing town, with thirty cloth manufactories and a number of spinning mills.] The road is carried through two tunnels, near Le Grand Villiers, before reaching

Gaillon—Whence omnibuses go to Auteuil and Andelys. Here is a large penitentiary; and in the distance, five miles north of the road, rises before us the Chateau Gaillard—a magnificent ruin, seated on a lofty rock, at whose base the Seine flows. This was the favourite castle of Richard Cœur de Lion.

Vernon.—Inn:—Grand Cerf.

An old town giving a name to an English family, beautifully situated, and having a population of 5,400. Its houses are generally timber-framed, and its streets narrow, which renders its *tout ensemble* rather picturesque. Its church and tower are objects of interest. Leaving Vernon, the railway runs close by the river at the base of the high ground, to Bonnieres, at a short distance from which it goes through a tunnel 2,480 yards long, driven through a chalky and flinty bed, hard to penetrate; and, skirting off Rosny Forest—felled at one time by Sully of its timber, to the value of 100,000 francs, in order to pay his royal master's debts—arrives at

Mantes—Inns:—Cheval Blanc and Grand Cerf.

A very handsome town, prettily situated on the margin of the Seine on the left bank. Its chief objects of interest are the Cathedral of Notre Dame, an elegant gothic building, built for Blanche of Castile and her son St. Louis; and the Tower of St. Madon. It was here that William the Conqueror received the injury which terminated in his death a few days afterwards, at Rouen. The railway now enters a cutting, and proceeds through a beautiful country to Epone, where we see a fine church of the twelfth century. Meulan and Triel are next passed—the former, a town on the right bank of the Seine, containing several manufactories and corn mills; and the latter, a place famous for its plaster quarries.

Poissy is a small town, situated at one of the extreme points of the forest of St. Germains, on the left bank of the Seine. A cattle market is held here every Thursday, for the supply of meat to Paris. It was the birthplace of St. Louis, who was baptized in the parish church, in a font yet preserved there, and shown to visitors. Poissy is remarkable as the scene of the conference held there in 1561, for the purpose of adjusting the differences between the Calvinistic and Romish churches. Its first meeting was attended by Catherine de Medicis, and her son Charles IX. Beza, with several doctors, represented the one church; and Cardinal Ippoloto d'Este, as Papal legate, the other.

From here the railway follows the left bank of the Seine, cutting through the forest of St. Germains, and arriving at

Maisons.—Inns.—Hotel Talma, and Le Petit Havre.

It is situated in a beautiful neighbourhood of picturesque villas, &c.; and it was here that Voltaire wrote "Zaire."

The railway crosses the Seine at Bezons by a timber bridge of nine arches, each 100 feet, resting on stone piers. Immediately after, on our left, we come to the junction of the St. Germains line; and at Asnieres the Versailles line branches off to the right. The Seine is again crossed by a bridge of five arches, and the village of Clichy passed on the left; after which the railway enters Paris by Les Batignolles, passing through two tunnels under the Place de l'Europe, and crossing under the Rue de Stockholm, we arrive at the Paris terminus, Rue d'Amsterdam.

Paris.—See page 259.

ROUTE 21.

Paris to Strasbourg.

The Paris and Strasbourg Railway being one of the longest, and most important lines in France, we give the following short account of the works

&c believing it to be interesting to our readers — The railway from Paris to Strasbourg is about the longest easy line in France being 120 leagues besides having several important branches It traverses towns differing in their geological constitution their appearance police manners and the character of their inhabitants Between the rising and the setting of the sun, a traveller may have quitted the banks of the Seine and reached the banks of the Rhine he may have contemplated the lofty towers of Notre Dame in the morning, and admired the magnificent spire of the Cathedral of Strasbourg in the afternoon The stupendous terminus in Paris requires no description, nearly all are aware of its grand proportions skilful arrangements, and commodious accommodation The railway on quitting the terminus at the Pont Neuve de Chaillot, takes a northern direction between the Faubourgs St Denis and St Martin, passes by Bondy Villemomble and Gagny, and joins the valley of the Marne at Chelles touches Lagny on the right bank the Marne crosses that river twice at Chalifert and at Isle proceeds between Villeneuve and the Marne to skirt the Faubourg St Remy at Meaux

Meaux Inns La Sirene Palais Royal A pretty town handsomely located in a plain on the river Marne It has a population of 9100 Its chief object of attraction is its cathedral a magnificent Gothic edifice of the 12th century with a vaulted roof 100 feet high Among the several Episcopal mausoleums it contains is the monument of Bossuet who for a long period filled the See, and was called the Eagle of Meaux The connoisseur will view with lively interest the pulpit from which this eloquent man so often preached The only other objects worth notice are a magnificent Hospital General and the restored church of St Nicholas Meaux carries on a good trade in corn, and is famous for its cheese.

The railway joins Armentieres after having crossed the canal of the Ourcq and the Marne above Trilport On quitting the tunnel it proceeds by the side of the Marne to the south west of the village touches at Lessy, to the north of La Ferte-sous-Jouarre a very pretty town with a large number of promenades surrounding it, passes the river a second time at Saussy, a third time at the south of Comeilles traverses Nanteuil with a tunnel, crosses the Marne a fourth time following the left bank, touches at Nogent l'Artaud and Chezy Abbaye, and runs through a corner with a tunnel The beauty of the Marne will strike the traveller until he arrives at

Chateau-Thierry—Inns Shrine, Poste—A sweet little town beautifully situated on the Marne, in the department of Aisne with a population of 4700 and remarkable as being the natal place of La Fontaine.

Diligences to Soissons, Mery, and Varennes.

Dormans—Inn Lion d'or—A small town in the department of Marne, with a population of 2100. It crosses the Marne an eighth time between Chateau-Thierry and Vitry le-Français, the line follows the left bank constantly, touches at Dormans, Port-à Binson, Damery, and arrives at

Epernay—A town of 5530 inhabitants, on the left bank of the Marne, and famous for its wines —Cery, and Jalons, we arrive at

Chalons-sur-Marne—See page 270— Leaving here, the road passes Vitry-la-Ville, Loisy and arrives at

Vitry-le-Francois—Inn La Cloche—A modern town, built on the Marne with 6290 inhabitants It has a very pretty Gothic church, and a place or square

The railway leaves Vitry by the south east, turns off to the left to penetrate into the valley of the Saulx, passing Blesmes, Pargny, Sermaize and Revigny stations following the course of that river, and then skirts the valley of the Ornain to Gin

Bar-le-Duc—A good sized town with 13 000 souls and chief town of the department of La Meuse In St Pierre's church which is in the upper town, there is a monument to the memory of Rene de Chalons, Prince of Orange It consists of a skeleton of white marble on a black altar tomb The river Ornain here will afford very excellent sport to the lovers of angling, as it produces excellent fish Diligences to Verdun The railway continues through the valley of the Ornain and the dale of Maval, Loxeville, and Lerouville stations The line passes at

Commercy, then crosses the valley of the Meuse at Ville Yssey, over a bridge of ninety yards it then passes near Lagny sur Meuse, under a fort, by a tunnel 370 yards long, and reaches Toul by the valley of the Ingressin, which it enters by a tunnel 1120 yards long. From the terminus at

Toul, which presents the appearance of a Swiss cottage the railway runs along the left bank of the Moselle, while approaching the canal of the Marne, to the Rhine It follows the valley of the Moselle on the right bank, crosses that river at Fontency over a bridge of seven arches, of sixty seven yards span each, turns the picturesque fort of Fort Lucas and crosses the Moselle twice, on bridges sufficiently high to allow vessels to pass underneath These bridges are formed of five arches, of twenty four yards diameter The road then proceeds to Frouard, its point of junction with the branch to Metz, which is distant thirty miles From Frouard the road runs to Nancy, by the village of Champigneuille It crosses the canal there by a bridge, it reaches Nancy, to the south of which the terminus, situated between the Faubourgs Stanislas and St Jean, had been constructed on a lake, where it is recorded that Charles the Rash was killed

Nancy—See page 258

After having passed Nancy, the railway joins the canal from the Marne to the Rhine, alongside of which it runs as far as Varangeville. A single bridge, that of St Phin, nineteen yards wide, serves both for the railway and the canal to cross the Meurthe The line follows the valley of the Meurthe as far as Luneville. There it passes the various arms of the river over bridges of a peculiar construction thence from Luneville—a town scarcely remarkable except for its being the spot where was signed the treaty between France and Austria in 1801, ceding the Rhine as the French boundary on that side—the railway turns to the valley of the Vezouse, near Marrainvillers. It ascends the stream

of the Amiscuts, the hill which separates the waters of the Savon from the Sarre, above Richecourt, arrives at

Sarrebourg, and proceeds towards Hommarting. It was at this point that it became necessary to cross the chain of the Vosges. From Hommarting to Strasburg the line is 63 kilometres and 987 metres. The section between Hommarting and the limits of the department of the Bas-Rhin comprises the immense and difficult labour of the passage of the Vosges, which is accomplished by a tunnel of 2678 yards in length. On the side of Lorraine this tunnel is placed at the left of, and on the same level as, the tunnel of the canal of the Marne to the Rhine; but, in place of remaining on that level, it descends into the mountain, becoming thus excavated under the canal, so that it reappears on the side of Alsace on the right of the canal, and 39 feet below it. Beyond that great tunnel five others of less dimensions are met—respectively, 245, 432, 395, 500, and 308 yards in length. The latter, the entrance of which presents the appearance of a feudal fortress, is immediately followed by a great viaduct which crosses the canal and the Zorn, and terminates in a cutting almost perpendicularly in the rock, and of which the form resembles that of a fort. Nothing can be more picturesque than the country in which these works of art are to be found. The ruins of the Castle of Lutzelbourg are also to be seen above the tunnel of 450 yards, and the two Castles of Haut-Barr and Geroldseck show themselves on the mountains at this side of Saverne. The railway, on quitting Saverne, continues in the valley of the Zorne as far as Brumath. After passing Vendenheim station we arrive at Strasbourg. The Paris railway joins that of Basle on the glacis of Strasburg, and it proceeds into the town by four lines of rails.

Strasburg—See page 268.

ROUTE 22.
Paris to Marseilles, by Lyons and Avignon.

The railway, after leaving Paris, Terminus Boulevard Mazas, on the right bank of the Seine, close to the Bridge of Austerlitz, follows the bank of that river, passing Villeneuve St. George's, Montgeron, and several other unimportant stations, before its arrival at

Melun—See page 257.

Bois-le-Roi—There is a fine viaduct of thirty arches, upwards of seventy feet high.

Fontainbleau—See page 253.

Moret St. Maumes—A venerable and picturesque old town, surrounded by walls, and having an old church and castle.

Montereau—An industrious town, commodiously situated at the junction of the Sonne and Yonne, with a population of 4200. Here the train stops a few minutes, and passengers are enabled to get some refreshment. The branch railway to Troyes diverges at this point. There are two porcelain manufactories here. Steamers ply on the Seine between this place and Paris.

Pont-sur-Yonne—Is beautifully situated, surrounded by verdant banks and sheltered by lofty poplars. There the chateaux of the noblesse are crowded together in large numbers.

Sens—A pretty town, with 10,200 inhabitants, situated on the Yonne and Vanne. It is remarkably clean, with little *becks* of water running through the streets. Its principal object of attraction is its cathedral, dedicated to St. Stephen. The tracery in front of the transepts is the perfection of flamboyant detail, and the painted glass, executed by Cousin, is well worth notice. The bas-reliefs around the tomb of the Chancellor Duprat, which partly escaped the general destruction, are curious. In the church there is also a monument to the Dauphin, son of Louis XV. and his wife. The English traveller will be interested by a visit to the Treasury, where, among the many curious relics exhibited, are the vests, mitre, alb, girdle, stole, and maniple worn by Thomas à Becket whilst resident here, when he fled in 1164 from the wrath of his royal master, Henry II. of England. The altar of St Thomas is pointed out as that at which Becket officiated. Departing from here the Railway proceeds on to Joigny, passing Villeneuve, Le Roi, or Sur Yonne (in this neighbourhood and town the lover of sketching will find ample food for study), and St. Julien du Sault stations.

Joigny - Inn: Duc de Bourgogne,

A town of 6080 inhabitants, beautifully situated on the Yonne, which is promenaded from one side to the other by a fine quay closed on either end by an iron gate. In the old town, which is scarcely accessible, there are three Gothic churches worth a visit. Coaches daily to Auxerre, Vermenton, Clamaiz, and Nevers.

La Roche—From here the branch lines separates for Auxerre.

Brienon is next arrived at, a small pretty town, carrying on an extensive trade in linen, coals, and corn.

St. Florentin—A neat town, remarkable for its Gothic church.

About fourteen miles off is the Abbey of Pontigney, the retreat of Thomas à Becket. Here there is a museum, baths, and theatre, and manufactories of cotton, silk, and velvet. Coaches to Auxerre, Vermanton, Vezelay, Clamaz, La Charite, and Nevers.

Flogny—The railway is carried through the valley of the Armançon, and follows the course of the Canal de Bourgogne.

Tonnerre—Inn: Poste.

An old and dull town, built on the slope of a hill, and having a population of 5000. On the summit of the hill is the church of St. Pierre, commanding a magnificent view of the town from its rocky platform. In it is a marble monument of Marguerite of Bourgogne, Queen of Sicily, and wife of Charles I. of Anjou, which is very interesting. She founded the grand hospital in the town, and richly endowed it. An exquisitely sculptured effigy of her in the dress of the period reposes on her tomb.

Tanlay—128 English miles.—We here see one of the finest châteaux in Burgundy, built by Admiral Coligny, the leader of the protestants, and first victim of the massacre of St. Bartholomew

Ancy-le-Franc—136½ English miles.—Here

we see another magnificent château, surrounded by very pretty grounds.

Nuits-Sous-Ravier--140½ Eng. miles—A small town, nicely situated in the midst of the vineyards Romana, Richebourg La Tache, &c. Passing the station at Aisy, we proceed through a famous vineyard country, entering the department of Côte d'Or.

Montbard--151½ English miles.—Inn:—Point du Jour.

A small and dirty town, possessing no objects of interest, and only remarkable as having been the birthplace of the celebrated naturalist Buffon, who lived in the château now occupied by the widow of his son, who was one of the first victims of the guillotine at the revolution. The railway here passes through cuttings and embankments, winding round hills and mountains; and the traveller cannot but feel that it was a great triumph of human science to effect the construction of a railway, in such a situation.

Coaches from here to Autun, Semur, Sanlieu, Chatillon, and Langres.

Les Laumes and **Verray** are passed before we arrive at Blaisy station, where we enter the tunnel of Blaisy, which cost more than £90,000, and is 2½ miles long.

Dijon—See page 252. From here the railroad takes us on by Gevrey and Vougeot stations, through vineyards famous for their wines and the richness of the land. There is also a branch Railway from this town to Dole, and Besançon, see page 41.

Nuits, and thence by Corgoloin to

Beaune.—Inns: Poste, and Hotel d'Angleterre.

A prosperous town, having a population of 11,700, in the department Côte-d'Or. It is the chief seat of the wine trade in Burgundy, and is beautifully situated in a sweet and romantic plain, on the Bouzeoise and Aigne. It exports annually wine to the amount of 40,000 butts. Its chief objects of interest are the Hospital, and the altar in the church of Notre Dame, wrought of five different species of marble. This town gave a birthplace to the senator Monge, the favourite servant of Napoleon.

Twelve miles S. W., at Caesay la Colonne, is a Roman monument in the shape of a pillar, bearing bas-reliefs, and said to have been erected to commemorate a victory of Julius Cæsar over the Swiss. Its access is very disagreeable and inconvenient, rendered so by the cross-roads met with at every turn of our journey.

Coaches daily to Autun. From here the railway proceeds through a beautiful wine country, the scenery of which is interesting in the extreme, and arrives by Meursault station at

Chagny—A town full of objects worthy the sketcher's notice and study, particularly in the domestic architectural style. The tower of the church is also very striking. Here terminates the range of the Côte-d'Or. From here the view takes in a scattered line of lower hills, whose slopes are less rich, and whose plains are less verdant.

Chalons-sur-Saone—See page 250.

DESCENT OF THE SAONE—CHALONS TO LYONS.—From Chalons the tourist can proceed on to Lyons by Railway, (page 36), by steamer or by the diligence travelling by the post road, which is good, and interestingly picturesque.

Steamboats start daily. For particulars in reference to distance, hours of sailing, &c., see Alphabetical List of Steamers. The traveller can complete his journey from here to Lyons in about 6 hours, and returning in about 8 hours. The voyage is described as far preferable to the land journey.

Leaving Chalons, the banks on either side are at first rather uninteresting, but brighten up as we approach Lyons. Passing opposite the mouth of the Canal du Centre, we sail into a canal which saves the boat a long round, and see on the right,

Tournus—Inns:—Sauvage, and De l'Europe.

A town of 5400 inhabitants. It has a church deeply interesting to the architectural student. Greuz, the celebrated painter, who died at Paris in 1805, was born here. At Fleurville, on the left, there is a bridge over the Saone under which the boat passes, and gets into a larger expanse of water. To the left we see St. Albin, with its early pointed Gothic church, and its picturesquely attired villagers. Here the scenery is delightful; the slopes are all covered with vineyards—22½ miles from Chalons.

Right—**Macon**—Inns:—Le Sauvage, and De l'Europe—38 miles from Chalons.

Remarkable as the birthplace of the illustrious living poet, philosopher, and statesman, M. Alphonse de Lamartine. It is the centre of the wine trade of its arrondissement, and chief town of the Department Saone-et-Loire, and has a population of 12,200. It was the scene of terrible disaster and outrages perpetrated by the Huguenots and Revolutionists. Here a bridge of 13 arches spans the river, and from it a magnificent view of Mount Blanc may be enjoyed, but still better from the little esplanade planted with trees behind it. In the immediate neighbourhood also are very fine views of the ranges of the hills of the Bourbonnois and Charolois.

Railway to Amberieu and Geneva.

Below Macon the banks of the river become more elevated and picturesque, taking in on the east a view of the Jura Mountains, the less remote hills being studded with exceedingly pretty white châteaux and villages. To the west we see the Château de Corielles, flanked by four round towers.

Right—At **St. Romain** (36½ miles from Chalons) is a suspension bridge, of considerable lightness and beauty; to the left is Tolssey, an old town shaded by poplars and willows. We see another bridge to the right at Belleville. The next places seen are Montmerle to the left, and Villefranche to the right, whose port is Ause, on the right.

Left—**Trevoux** (68½ miles from Chalons) an old town, beautifully situated on the slope of a hill, which is surmounted by the ruins of an old castle. It has a population of 3,000; and was the place where the Jesuits compiled and printed the learned works called the "Journal de Trevoux, and Dictionnaire de Trevoux." We sail on from here between banks thickly arrayed in picturesque villas, and surrounded by very delightful scenery. The river becomes greatly contracted in width, and passes on the right by Belle Ile, and under the richly wooded heights of Mont d'Or, 1000 feet above

the river. Neuville is seen on the left, and near it many flotillas drawn by horses. To the right is Couson, opposite

La Roche Taillee, on the left, so designated from a cutting caused to be made by Agrippa through it, to effect a passage for one of the great Roman highways. Further down we see L'Ile Barbe—an island on the river nearly surrounded by escarped rocks, and linked to either bank by a suspension bridge. It was, we are told, a favourite retreat for Charlemagne, who, from the kind of watch-tower at the upper extremity of the isle, frequently watched his army marching along the banks. In the island is a chapel of the twelfth century, and many curious fragments of Roman antiquities. As we enter Lyons under the heights which here border the river, and called Croix Rousse, we must be forcibly reminded of the passage of the Avon into Bristol, under the slopes of Durdham and Kingsdown, and the rocks of Clifton hot-well. The resemblance would be perfect were the river Saone less in size, and the cliffs less in height.

Lyons – 86½ miles from Chalons—See page 256.
Railway from Lyons.
LYONS TO AVIGNON, BY THE RHONE.

The boats are anything but clean, and are generally overloaded with merchandise. They start from the right bank. Leaving Lyons, we pass on our right the junction of the Saône with the Rhone, and sail by the wire suspension bridge of La Mulatiere, and see close to the water's edge the railway to St. Etienne. The scenery by railway or steamer is picturesque in the extreme, being enlivened by a series of variegated landscapes.

Givors, on the right—an important place, cause of its position on the railway, and of the trade which it carries on in glass. It is situated at the mouth of a canal, and has a population of about 5000. Conveyances run between Givors and Vienne, in correspondence with the railway trains.

Vienne—Situated on the left bank, has a population of 18,000, and is faced by a handsome quay, situated at the base of precipitous rocks. It is one of the most ancient towns in France. Its chief object of attraction is a Roman building, now used as a museum, in which are a large number of architectural fragments. The Cathedral of St. Maurice, and the Romanesque tower of St. André le Bas, will also be found deserving notice. This place is also interesting as the cradle of christianity in the west. On the right is St. Colombe, connected with Vienne by a suspension bridge. There is a square tower, almost in ruins, called the Tour de Maucon-seil, in consequence of some absurd tradition, that Pontius Pilate threw himself off it. Immediately below Vienne, to the right, we see standing a Roman obelisk seventy-six feet high, called l'Aiguille. On our right we see the picturesque outline of Mont Pilas, 4516 feet above the sea, and Ampius —a small village—on the same side. Diligences daily to Grenoble, and Lyons and omnibuses to Givors, by the right bank of the Rhone, to meet the railway at St. Etienne.

Condrieux—a town celebrated for its wines has a population of 4500. At Serrieres is a suspension bridge and good road leading to Annonay. On the right the St. Etienne and Marseilles road descends through an opening near Annonay, and crosses the Rhone by the suspension bridge of

St. Vallier.—INNS.—

Post, and Grand Sauvage.

Standing on a terrace above the Rhone. Population, 4100. In the neighbourhood are some picturesque ruins, and St. Roche Taillée. Sailing from here we see to the left the Chateau de Ponsas, a splendid object, with frowning towers and battlements. An absurd tradition would have us suppose that in it Pontius Pilate ended his days. The valley of the Rhone is near; and as we approach, passing a lofty, round-topped hill on our left, called Table du Roi, on the south side of which is the celebrated vineyard l'Hermitage, we see Tain, a small town of 2400 inhabitants, connected by a suspension bridge of wire with

Tournon on the right, one of the chief towns of the department of De la Roche, with about 4000 inhabitants. Above the bridge we see the picturesque towers of a castle. Below the bridge we see the College Royal, founded by the Cardinal de Tournon, in 1512. The valley of the river Isere now opens up into a wide and monotonous plain, the vista through the valley being terminated by the snowy mass of Mont Blanc rising among the Alps of Dauphiné, a splendid sight, though 110 or 112 miles distant. From here we sail in view of hills covered with vineyards; and as we approach Valence, are interested by the bare lime-stone precipices rising above the village of St. Peray, and surmounted by the picturesque castle of Crussol. Diligences go from Tain to Romans on the Isere on the road to Grenoble.

Valence.—See page 269.

For Railway, see Time Tables.

The slopes of the hills all about are covered with vineyards which produce excellent wines.

On the right there is an ugly line of limestone cliffs. Bounding the west side of the Rhone valley, and further down on the same side, on the summit of the same escarpment, stands the ruins of Soyons castle; and on the left the Roche Courbe, which, when first seen, appears a cleft with precipitous sides, but a little further down, a series of peaks.

L'Etoile, a sweet little village; and LAVOUTTE, a small town striking from the castle on the top of a hill over it, and for the smoke encircling it in blue wreaths as it comes from the furnaces at its base.

Pousain—A diminutive but industrious town, with a suspension bridge. The road next passes through the towns of Lavron and Orich, Cruas a singular abbey on a hill.

Montelimar.—*Stat.*—Inn.—Post.

An old and venerable town of 8000 inhabitants, surrounded by ramparts. Its chief source of industry is the manufacture of Morocco leather and soap. Opposite here is Theil, where the suspension bridge across the Rhone was swept away by the flood in 1840. At this point the scenery is brilliant and beautiful.

Veviers.—A small town of 2800 inhabitants. Its chief buildings are the college and cathedral. On the left we see the magnificent top of Mont Ventoux, the extreme point of the French Alps, seen on our route up to Avignon from here. Below Veviers the river widens up, and is intersected by numerous islands. A new bridge has been erected in place of the one destroyed in 1840. It crosses at Bourg St. Andéol—a town of 4500 souls, built on the rock. Here persons leave the steamer for Orange. Opposite here, but 1½ miles distant, is Pierrelatte, named from the colossal mass of rock rising from out the plain in its rear. To the right the Ardeche discharges its waters into the Rhone. About two miles lower down, we reach Pont Esprit, and passing the mouth of the Drome, we reach Anconne, where the river makes a great bend. From here we proceed to

Pont St. Esprit.—A small town, having a population of 5000, with a strong citadel. It possesses one of the longest bridges in the world, 2718 feet long, built in 1810. It occupied forty-five years in building, and has nineteen arches, besides four small land arches. At St. Esprit the river becomes a rapid current; and after passing by the Aigues, a glimpse can be attained of a colossal structure on a hill. The next important town met with is

Orange.—*Stat.*—Inns: Hotel des Princes, and Griffin d'Or.

An ancient town, situated three miles east of the Rhone, with a population of about 9800. Its chief objects of interest are the Roman remains,—the triumphal arch, and the Roman theatre. Below Orange the Rhone traverses a wide plain. Roquemaure is seen on the right, and on the left Châteauneuf, shortly after leaving which, we see the spires and towers of Valson, fifteen miles N. E. of Orange, which has some curious ancient remains.

Avignon.—See page 215.

Avignon to Marseilles.—Distance, 74½ English miles.—Quitting the Avignon Terminus, the railway runs in a direct course on the left bank of the Rhone, crossing the foaming stream of the Durance by a viaduct 656 yards long, three miles south of Avignon. The route proceeds from here through a country whose rugged wildness and uninteresting scenery render it quite dull and spiritless in objects of attractive interest. We see Barbantane, famous for its extensive quarries on our left, and running from east to west, the barren hills called Alpines, with the white-washed walls of the houses of St. Remy, and its two Roman monuments in their rear; whilst at the other side of the river, four or five miles distance, can be seen Aramon, a town with 3000 inhabitants. Rognonas and Cadillan stations are next passed. Not far remote we see the colossal squared castle of Tarascon on our left, with the large spire of the Gothic church rising above it; whilst on our right we see Beaucaire, nestled at the foot of a mass of naked rock. The railway junction to Nismes and Montpellier is at

Tarascon.—Inn: Hotel des Empereurs.

A town with a population of 11,200. It contains no objects of attraction worth notice, save the Church of St. Martin, a building in the pointed Gothic style of the 14th century, the southern portal excepted, which is of the circular style, with deep mouldings. The crypt contains the shrine and marble effigy of St. Martha, whose history is represented by several bas-reliefs. The castle, a massive and well preserved structure, erected in 1400 by Henri II., and for a long period the residence of King René, but now used as a prison, may also be mentioned.

Beaucaire.—Inn: Hotel du Luxembourg.

Is situated at the mouth of the Canal du Beaucaire, connecting the Rhone and Garonne, and has a population of 10,000. Beaucaire is celebrated for its fair, at which usually assemble over 100,000 persons from all parts of the world. The ruined castle stands on the summit of a rock, its only remains being now a triangular tower, and a very old Romanesque chapel, in which we are told St. Louis heard mass previous to his embarkation for the crusade. From the fragmental portion of it now existing an excellent view can be had. Excursions from Tarascon can be made to St. Remy and St. Giles, and to Les Beaux, a town without a modern building, having only 200 inhabitants, and being a perfect specimen of the towns of the middle ages. The deep debris of mud spread over a large quantity of waste land, on the right, close to the Bridge of Beaucaire, is the remains of the inundation of 1840, when the Rhone overflowed its banks and desolated the surrounding plain.

Quitting Tarascon, the railway takes its course through a country unpicturesque in the extreme. It is divided by ditches, and is altogether a marshy and uninteresting plain. Ségonnaux station is passed before our arrival at Arles, two miles from which on the left are the ruins of the great Abbey of Montmajeur, seated on a rock, whose singular form and ascent from a pond will strike the beholder as singular. On the north-east side, at the foot of the rock, is a remarkable chapel, built in the Romanesque style, but without ornament. On our left, 2 miles or so from Arles, we see the Rhone branching off into two divisions, the Petit Rhone flowing westwards, and crossed by a suspension bridge at Fourques.

Arles.—See page 245.

From Arles, south and east to the sea, nearly as

far as Marseilles, stretches a wide and unbroken plain, which takes in the *delta* of the Rhone, and which will present some scenes worthy of a little study. It is scarcely dissimilar to Africa in climate and sand, marshes and lagoons. On it congregate a variety of birds peculiar to the African clime. Departing from Arles, the railway leaves the Rhone, and takes a south-east direction, issues from the Alis-camp, and passes over a long viaduct, which carries it to the low grounds about. It next passes over a stony plain called the Crau, which stretches itself south to the Mediterranean; and passing the unimportant stations Raphele, St. Martin, Entressen, and Constantine, (four miles from which is Salon, a thriving and industrious town with 6200 inhabitants,) radiates around the Etang de Berre, a small inland sea, and arrives at St. Charney station, a town on the Etang de Berre, with a population of 2500, having an old church, and a government powder-mill. Just outside the town is the Pont Flavien, a Roman bridge that spans the Touloubere, and is arrived at by triumphal arches at either end. The railway in its course from here to Marseilles, is carried over many ridges and ravines by tunnels and embankments, passing the unimportant stations of Berre, Rognac, and Pas de Lancier, previous to arriving at Marseilles, which it enters emerging from a tunnel 492 yards long.

Marseilles.—See page 257.

ROUTE 23.

Nismes to Tarascon, and thence to Marseilles, by Beaucaire and Arles.

From Nismes there are trains several times daily, see Time Tables. The railway passes through a delightful species of scenery made up of olive grounds and vineyards, and is carried along the edge of a hill overlooking the Rhone and Canal of Cette. The distance to Beaucaire is 15 English miles. The Rhone is crossed by a bridge of 7 arches and joins the Marseilles and Avignon line at Tarascon. For notices of Beaucaire, Tarascon, and railway thence to Marseilles, see preceding Route.

ROUTE 24.

Paris to Nantes, by Orleans and Tours.

For particulars as to fares, distance, hours of arrival and departure, see Time Tables.

The railway leaves the terminus, situated in the Boulevard de l'Hôpital, close to the Jardin des Plantes, and skirts the Hospital of Salpetrière, directing its course along a pretty and picturesque country by the base of the slopes bordering the left bank of the Seine. It passes sweet gardens, and some houses on the river's bank; skirts the walls of Vitry and Joisy on the right, and reaches

Choisy—a thriving and manufacturing town of 4000 inhabitants. Here is a china manufactory, and also the largest morocco manufactory in France. On the heights above, to the right, is the village and Château of Orly. Leaving here, we approach the vine-clad slopes limiting the valley of the Seine, and pass

Ablon all neat villas, and arrive at

Juvisy Station—a very old spot, and occupying a position at the foot of a hill on the right.

Here the branch railway to Corbeil separates from the main line to Orleans, turning off to the left, and running near the high road to Lyons, but preserving its course along the margin of the Seine, it passes Ris Station, and cuts through a part of the park of Petit Bourg, arriving from Evry Station at

Corbeil.—See page 252.

Leaving Juvisy, our route curves a little to the west, crossing the high road to Orge, and enters the valley of the Orge, traversing the gardens of Savigny—a small village with a handsome castle—and approaches by a viaduct Epernay station; next, skirts on the left the Forest of St. Genevieve, and traverses a portion of the park of the Château d'Ornay before reaching St. Michel, whence the railway passes through hamlets known as Bretigny station, beyond which, after attaining a summit level, it descends into the valley of the Juine, and immediately after arrives at Marolles, and passes thence Bouray, Lardy, and Etrechy, and runs parallel with the post road before its arrival at

Etampes, an old town, with a population of 10,000, carrying on an industrious and thriving trade in flour and wool. Its Gothic church, called Notre Dame, and the church of St. Martin, together with the remains of the royal castle, are worth seeing. The Hotel de Ville will interest as an old building. From here omnibuses go twice a day to Pithiviers.

Monnerville.—Here the railway crosses on viaducts the river Chalonette, ascends the valley of l'Hernery until it reaches the high plain of La Beauce, and crosses the post road by a bridge before arriving at

Angerville.—Coaches go hence to Chartres. From here the railway runs side by side with the post road, passing Toury, Artenay, Chevilly, and Cercottes, and reach the station of Orleans, a little east of the Porte Bannier.

Orleans.—See page 259.

From here to Tours the railway serpentines along the right bank of the Loire, whose course lies through a wide valley, barred a little by small hills, whose slopes are covered with vineyards. The scenery, though rather sunny, is yet somewhat dreary and uninteresting. La Chapelle, and St. Ay, a small town on the right bank of the river, with a population of 1200. Lord Bolingbroke lived here during his exile from England, and built the Château du Loiret. It has a very fine church, remarkable for the image of the Virgin in black marble, before which Louis XI., whose tomb is in this church, spent so many hours in prayer.

Meung Station.

Beaugency.—An old town, with a population of 5000, handsomely situated between two hills. The Donjon Keep Castle, and Hotel de Ville, are the only objects of attraction within its walls. It carries on a brisk trade in wine, and brandy, and is the seat of several manufactories for woollen cloth, leather, &c.

Mer—A sweet village, delightfully ensconced in the midst of country house and villas.

Menars.—Here is the Château which belonged to Madame de Pompadour.

Blois.—See page 248.

Leaving Blois, the railway wends its way through, and commands a view of a fine and fertile plain. It passes Chousy, Onzain, and Limeray, and reaches

Amboise. Inns: Lion d'or; La Boule d'or.

An old town, situated on the left bank of the Loire, with a population of 5000. Its principal object of attraction is the Castle, long the residence of the Kings of France, and the property of the late Louis Philippe. The gardens are well-kept, but it is the Chapel which will well repay the tourist's visit; it is one of the most exquisite specimens of the profusely florid Gothic style in France.

Departing from Amboise, the railway is carried along the Loire to Noizay and Vernau.

Vouvray.—Here the railway crosses the Loire by a bridge to the left bank. Mont Louis being passed, we arrive at

Tours.—See page 269.

Quitting Tours, the railway directs its course by the left bank of the Loire, passes St. Symphorien on the right—a pretty suburb of Tours, adjoining the sweet hamlet of St. Cyr, close to which, in a neat cottage, lived the poet Béranger—and arrives at Savonnières station, whence it proceeds on to Cinq St. Mars, while it crosses the Loire over a bridge of nineteen arches.

Cinq Mars.—Close to this spot is the very old and rather curious monument, known as La Pile de Cinq Mars, a square tower built of brick, whose history is lost in the night of ages. It was originally pinnacled on each side. It is ninety two feet high, and thirteen feet wide; and has on the south side the bricks arranged in twelve compartments. From the last station the railway passes through a country full of villages hewn out of a yellow chalk rock.

Langeais.—A small but pretty town, situated at the mouth of the valley which opens into the Loire. It has at its rear very many limestone cliffs, on the summit of one of which stands an old castle, from whose turret a magnificent view of the surrounding country can be had. The castle was built in the 12th century; and had celebrated within its walls the marriage of Charles VIII. with Anne of Brittany.

St. Patrice.—Adjacent to this is the Château of Rochecotte, the property of the Princess of Talleyrand, niece to the celebrated French statesman of that name.

The next stations arrived at are of no importance: La Ch. Loire, Port Boulet, and Varennes. Our route hence lies through a country remarkable for its large number of windmills, to be seen flapping and fluttering on the heights at either side of our route. Approaching Samur, we see, beneath the heights, the church of Notre Dame des Ardilliers. On its cupola is written a record, commemorative of the suppression of religious freedom by Louis XIV. Attached to this church is the Hospice de la Providence, once a convent.

Saumur.—Inns: Hotel Budan, and Belvidere.

A sweet and picturesque town, containing 5200 inhabitants. The town, seen from the river, looks remarkably pretty. The quay is a very nice one; and has standing on it the Hotel de Ville, an antique building of white and black stone, made to serve the double purpose of market-house and town-hall. Its castellated character, and beautiful Gothic ornaments, will repay a minute inspection. The Museum will be found in its upper story, and will present a very respectable collection of antiquities. Among its chief curiosities may be enumerated a Roman trumpet five feet long, and several Celtic remains. Its chief church is that of St. Pierre, which possesses nothing remarkable in connection with it. The church of Notre Dame, which is older, will rather interest the antiquarian and architectural student.

The castle stands prominently forward on the summit of a hill, rising above the town almost in a perpendicular position. It commands a brilliant view of the Loire and outlying country. The prosperity of Saumur was destroyed by the restoration of the Edict of Nantes, by which all the Protestants were expelled; and the population, which was 26,000, under the governorship of Mornay, the Protestant leader, became reduced to less than three fourths.

The Ecole de Cavalerie stands on the right hand as you leave the main street. Upwards of 3000 young men are here trained for the army. In the Rue du Petit Mail one can yet discern the remains of the old fortifications, consisting of a prison house and two feudal towers. A house built by King René of Anjou, called the Maison de la Reine Cielle, stands in the Quartier du Ponts; but is so defaced, that no traces of its once beautiful and exquisitely ornamented front can be seen

Not far from Saumur, on the south side, we see the Dolmen of Pontigné, one of the most perfect and largest Druidical specimens in France. It is a kind of cot, measuring fifty feet in length, but yet built of only fourteen stones, the largest of which is 24 feet by 21 feet, and 2½ feet thick. The road by which these Druidical memorials are approached, leads over a pretty bridge, and by the village of Bagneaux, near which they are to be found.

From here diligences go daily to Le Mans, Chinon, Cholet, Poitiers, and Bourdeaux, to Neost and Sainte Rochefort.

The railway departing from last station, passes St. Martin's station and arrives at

Les Rosiers.—On the left, just opposite this place we see, standing on the top of a hill, the church of Gennes. We also see, on our route between here and St. Mathurin, on our left the colossal convent buildings of St. Maur; historically interesting because of being the retreat of the learned Benedictine monks who, in 1621, compiled an immense number of learned and valuable works, which have proved a treasure to literature.

St. Mathurin.—Here this road leaves the Loire, and does not again join it for a distance of twenty miles. La Bohalle, Trélazé, La Paperie, places of no importance, are next passed. Below the latter we see the Loire split up with kinds of channels, by very many islands which are crossed by bridges difficult to pass under or over.

In our progress towards Angers, we see on our right the bridge Ponts de Ce, with a population of 3530, situated on the left bank of the Loire.

Angers—See page 244.

ANGERS TO NANTES.—The railway from here runs parallel with the bank of the river. The first stations met with are Bouchemain and

La Pointe—This is rendered a very pretty spot by the large number of white villas and cottages, belonging to the inhabitants of Angers. Close to this spot the railway crosses the Maine. The Loire gets deep and large below its junction with the Maine, and its banks become higher and more precipitous.

Several unimportant stations are passed between here and Champtocé. They are as follows, and require no special notice: Les Foyes. La Poissonniere, and Chalons. Here, to the left, we see a beautiful eminence, surmounted by the ruins of the convent of Cordilliers.

Champtoce—A small and pretty village, situated on the post road. Here are the ruins of the feudal castle once owned by the infamous Gilles de Retzstein de Laval, called Barbe Bleue—the same who furnished the original of the well-known story called Blue Beard. His history is one of the most diabolical on record. Having impaired his constitution and fortune by excesses, he engaged an Italian magician to renovate them by magic. This his suzerain induced him to believe—that a charm might be produced from the blood of infants and young persons, which would restore him to life and fortune. To procure the blood, numerous infants and young girls were ravished away, and murdered by the ruffian himself, to the number of 100. The country rose up against him. He was tried, found guilty, and burned at the stake at Nantes, confessing his crimes.

Ingrande—A small place, consisting of a long range of houses, standing on the line which formerly marked the boundary of Brittany and Anjou. Between here and Varades we see on the right Montrelais, where there are extensive coal-fields. On the left we see the hills of St. Florent, containing the large but disagreeable-looking ruins of the Abbey of Montglonne, destroyed during the revolutionary fury; and immediately below it the church of St. Florent, at the side of which there stands a pillar to the memory of the Vendean General Bouchamps, to whose memory a marble monument is erected within the church. Between St. Florent we see an island, which divides the river.

Varades—A town of 4200 inhabitants, remarkable as the spot where the remnant of the Vendéean army waited for their companions, on their crossing the Loire after their defeat.

Ancenis—Inn: Hotel de France.

A small town of about 4300 inhabitants, with the remains of an old castle at the water's side. To the left we see, standing on the summit of a hill, the ruined castle of Champtoceaux.

Oudon—Here we see on our right the black eight-sided tower of Oudon, five stories high, and a structure of the fifteenth century. Passing several dwarfish imitations of castle building, we reach

Clermont—Remarkable for its castle—one of the most beautiful ruins on the Loire, but without any historical associations. The somewhat rugged heights now give way to gentle undulations, which below Maures change again into a flat plain.

Maures—Shortly after leaving here, the towers and steeples of Nantes are seen rising in the distance. We pass Thouare and St. Luce stations before arriving at

Nantes—See page 258.

ROUTE 25.

From Tours to Poitiers.

Distance, 60 English miles.

Tours—See page 269.

The railway, immediately after leaving Tours, crosses the Cher on a bridge 590 feet long; after which it is carried over the valley of the Indre by a viaduct 2624 feet long, 65 feet high, and 30 feet in span. On our way out of the city we see, at the end of an avenue 2½ miles long, the chateau de Grammont, once the property of the archbishop of Tours. Monts and Villeperdue are passed, and

Montbazon arrived at—a small town, very inconsiderable both in population and trade. The castle seen standing on the rock over the town, is the only object worth notice in connection with it.

Savigny—A place of no importance. On the left is the chapel dedicated to St. Catherine de Fierbois, in which was deposited the sword, marked by five crosses, worn by the Maid of Orleans, Joan of Arc, who, it is asserted by the credulous, was inspired in her knowledge as to where it lay.

This part of the route has to be traversed over rivers and streams, on viaducts, and the ridges dividing the different valleys.

St. Maure From here a road branches off to Chinon; and at Port-de-Piles we cross the Creuse, not far above its junction with the Vienne. On our route from here to Les Ormes we pass, three miles distant on the left of our road, La Haye, where the celebrated philosopher Descartes was born.

Les Ormes—Remarkable for its chateau, the property of the family of d'Argenson. From here the railway directs its course in a parallel line with the river Vienne, in its passage through the stations Dange and Ingrande.

Chatellerault—Inns: Hotel de l'Esperance, and Tête Noir.

This town may be called the Sheffield of France. It is rather a disagreeable place, situated on the right bank of the Vienne, and has a population of 9500; 600 families out of that number are generally employed in the manufacture of cutlery. The duchy of Chatellerault was given to the Earl of Arran in 1548 by Henry II., as a bribe to induce him to consent to the marriage of his ward, the infant Queen of Scotland, with the Dauphin. It afterwards became forfeited to the crown, of which it still remains an appendage.

Departing from here, the railway crosses the Vienne, and passes the stations Barres-de-Nintré and La Tricherie in the course of its ascent up the valley of the Clain, from which it passes through very beautiful and agreeable scenery, to

Poitiers.—See page 266.

From here to Bordeaux and Niort the railway is now open. See Time Table.

ROUTE 26.

Angouleme to Bordeaux.

Angouleme.—See page 244.

Departing from here, the railway passes numerous small stations, and proceeds through a country pretty fair in its scenery and aspect, to

Libourne -Inns. Hotel de France. De Princes.

A town situated on the right bank of the Dordogne, with a population of 10,000. The town is pretty and well built, and is one of the free towns founded by Edward I.

A very delightful and interesting excursion can be made from here to St. Emilion, up the valley of the Dordogne—one of the oldest towns in France, as famous for its wine as for its antiquity. It stands in a ravine; and many of the houses in it can be said to be nothing more than caves cut out of the rock. Its old and ruined castle will attract attention by the singularity of its appearance. The church and its cloister are also worth seeing. Castillon lies twelve miles S.E. of St. Emilion; and three miles from the former place is the Château of St. Michel de Montaigne, the birth-place of Montaigne the essayist and philosopher. His house still exists there; and the room in which his library was, is yet preserved, and has inscribed upon the roof several Greek and Latin sentences.

The railway leaves Libourne, and takes its way through a very interesting country, rich in pasture and rural beauty, yet of so commonplace a character, as to require no special notice. The stations between Libourne are as follows, but all unimportant ones: Vayres, St. Sulpice, St. Loubes, La Grave d'Ambares, and Lormont, which is two miles and a half from

Bordeaux - See page 248.

ROUTE 27.

Paris to Toulouse, by Orleans and Limoges.

Railway to Orleans.

For description of route between Paris and Orleans, see route 24.

Orleans to Toulouse.—Distance, 358 English miles.

The railway carries us on as far as Argenton, whence we perform the remaining portion of the journey by malleposte. Diligences start daily. The railway crosses the Loire by a bridge, and pursues its course in almost parallel proximity to the post-road, entering the tunnel of P'Allouet, 1236 metres long. It leaves the suburbs of Orleans through a country full of villages and sweet villas, crosses the Loiret by a bridge, close to which was the exiled Lord Bolingbroke's residence, in the Chateau of La Source. From here up to Vierzon, the railway passes through a country bleak undiversified, and monotonous, and certainly without any points of interesting scenery, arriving first at

La Ferte St. Aubin—A small village, on the left of which is seen standing the Chateau of Lowendahl. The following unimportant stations are next passed:—Lamotte, Nouan-le-Fuzelier, Salbris, and Theillay.

Vierzon.—See page 270.

Departing hence, the railway quits the bleak and cheerless scenery just passed through, and enters the valley of the Cher, which is well cultivated, possessing many vineyards, and interspersed with some pretty scenery along its borders. We cross the Evre and Chur immediately after leaving Vierzon, and pass by Chery, Reuilly, St. Lizaigne, Issoudun, and Neuvy-Pailloux stations, before arriving at

Chateauroux—See page 251.

From here we traverse a very dreary country as far as Argenton, a small village on the Creuse, and thence, passing some unimportant stations reach

Limoges—See page 256.

From here we are taken on by malleposte or diligence.

Travellers who desire to see a curious and remarkable church of the eleventh century, will find one at St. Junien, eighteen miles from Limoges. It contains a curious altar and sarcophagus, curiously carved in white marble, in the Byzantine style.

At Boisseul, we pass on our left the ruins of the Castle of Chalusset, standing on a single rock, and serving as a curious specimen of the fortified castles of the middle ages.

From here to Brives the scenery is charming. Landscapes, hill and dale, plain and valley, rich in luxuriant beauty, form its chief characteristics. The following towns are passed in the interval: Pierre Buffière, Beaunsoleil, and Uzerche, a pretty town, seated on a hill of conical aspect, remarkable for its church. At this point a road leads to

[**Tulle**—Inn: Hotel de Lyon.

A snug little town, with a population of 8200. The country in and about Uzerche is very pretty. No one can help being struck with the beauty of the surrounding scenery.]

Brives—Inn: Hotel de Bordeaux.

A small town occupying a very pretty situation in the Valley of the Correzé, and only remarkable for an old gothic house, and as being the birthplace of Cardinal Dubois and Marshal Brune. It is surrounded by a maize and vine country.

Our road from here passes through rather a hilly country, takes in on its course a view of the castles of Noailly and Turenne, the latter of which is located two miles east of the road, and is memorable as being the place of refuge of the great Condé's wife, where she concocted the civil war of Guienne. Cressenac is next passed; and the visiter will be attracted by the large number of truffles flourishing about the village, and growing luxuriantly in the entire neighbourhood. We next see

Souillac, in the Dordogne, and cross the river, after which we ascend a steep hill, and see on our left the chateau and little town of La Mothe Fenelon, the birthplace of Fenelon, bishop of Cambray, and author of Telemachus. Our road now lies through a mountainous and barren country, up to Cahors, before arriving at which we pass Peyrac, Pont de Rodes, and Pelacoy, close to which is Murat, and; more remote Bastide, remarkable as being the birthplace of Murat, created King of Naples, though only a steward's son. From here we descend into the Lot Valley by a long descent, and, if the day be clear, we can behold in the dis-

tance the dim outlines of the Pyrenees, though 150 miles off.

Cahors—Inns: Hotel des Ambassadeurs, Trois Rois, and Hotel de l'Europe.

A very old town, with a population of 12,100—the chief place of the Department Le Lot. The streets are close and narrow, and the houses quite antiquated in their character and style of architecture. It was the place where Fenelon was educated; and possesses only two objects of attraction—the cathedral, a noble edifice, and one of the bridges over the Lot, a building of the fourteenth century. It is surrounded by a wine country. La Magdeleine and Caussade are next passed, the latter situated in a fertile plain. It has a population of 5100, and is famous for a species of Turkey fowl. We next cross the Aveyron, and traverse a portion of the beautiful plain of Languedoc, arriving at

Montauban—See page 257.

Leaving Montauban we pass under a bridge into the suburb of Ville Bourdon, and enter on the grand route from Bordeaux to Toulouse, shortly before arriving at

Grisolles, whence we proceed through a plain of astonishing fertility, nearly alongside the Garonne, and arrive at

St. Jory; and closing towards Toulouse, arrive at it over a bridge spanning the Canal du Midi, which joins the Garonne a mile or so to the right of the bridge seen in the suburbs—Arnaud St. Fernard. On our left is an obelisk, which marks the central position taken by Marshal Soult at the battle of Toulouse.

Toulouse—See page 269.

ROUTE 28.

Vierzon to Nevers, by Bourges.

Vierzon.—See Route 27, page 424.—The road, on its way from Vierzon to Foëcy, passes the village of Les Forges, situated on the banks of the canal. It is one cluster of furnaces, and in the evening presents a very attractive appearance in its lurid glare of light. Foëcy station is first met, after which the road goes on to

Mehun—Here we see the ruins of the castle in which Charles VII spent much of his youth in useless inactivity, and in which he ended his days by starvation, under the impression of fear lest his son should poison him. Marmagne station, a place of no importance, is next arrived at.

Bourges—See page 249.—The railway continues from here to Nevers, by stations of no importance—Moulins, Savigny, and Nerondes.

Nevers—See page 259.—There is a Branch line from Le Guetin Junction to this place.

Le Guetin—From here there is a railway to Moulins. The stations passed are all unimportant, and may be ascertained, together with all other particulars, by a reference to the Table pages.

Moulins-sur-Allier—Inns: Hotel de Paris, and Lion d'Or.

A very cheerful town, with scarcely any objects of interest, and no trade. It contains a population of 15,250, and is the chief place of the Department d'Allier.

The Cathedral of Notre Dame is a building in the style of the 11th century, with a high choir, and vaulty roof, exquisitely groined. Its only objects worth notice are an old painting of the Virgin, and the two detached shutters, with the portraits of Pierre II., the Duc de Bourbon, and his wife. In the Collegiate Church, the monument of the Duc de Montmorency, executed at Toulouse in 1635, will attract attention. It is a marble figure representing the Duke dressed in Roman armour, and in a reclining position, with his wife beside him, surrounded on either side by allegorical figures, representing Valour in the figure of Hercules, and Liberality in the character of a coarse female figure. The expression of the countenance of the Duchess is excellent; and the entire drapery of the figure beautifully executed. The Duke was executed for conspiracy against Louis XIII. and his Prime Minister Richelieu. His wife had his remains interred in the chapel, and got the monument erected. She became the lady abbess of the nunnery connected with the church, and ended her days within the cloister walls.

Moulins is also remarkable as being the spot where Lord Clarendon, during his exile, wrote the history of the great rebellion. It is also the birthplace of Marshal Villars and the Duke of Berwick, the latter a natural son of James II.

An excursion can be made from Moulins up the valley of the Allier, through the Limagne, Clermont, and the volcanic district of Auvergne. Diligences from here daily to Clermont and Montpellier, and also to Vichy.

Bourbon L'Archambault.—A celebrated mineral watering-place, is 9 miles west of Moulins. It is a small town, and has only 3200 inhabitants. The waters, which are saline, are supplied by a hot and cold spring, called the Source de Jenas; and in the middle of the town there are baths for the accommodation of persons desirous of bathing. The picturesque remains of the ruined castle will attract attention, as also the apex of the chapel. In summer the place is thronged; and diligences run daily from Moulins, passing through Savigny, a miserable little village five miles from Moulins, and containing a Gothic church, which will repay a visit, it being the most remarkable in the entire province.

ROUTE 29.

Paris to Chartres and Laval.

Paris.—See page 259. For information as to trains, &c., see Table pages.

There are two railways from Paris to Versailles. The one on the left bank of the Seine proceeds on to Chartres and Laval; the terminus is situ-

sted outside the Barriere-du-Maine. After quitting the station, the first places of interest seen on the right, beyond the new fortifications, are Grenelle and Vaugirard—and on the left Montrouge, famous for its quarries. Leaving the line of new forts behind, the railway takes a central course between the two detached forts, Vanves and Issy, close to which village we see the seminaire, still existing as the country seat of St. Sulpice; and it was the place where the mild and amiable Fenelon was examined by the conclave of bishops known as the Conference of Issy. On the right we see Vanves, where there is a fine chateau, the suburban retreat of the college of Louis-le-Grand.

Clamart—A sweet little village embosomed among trees, on the left of the line. Its rustic beauty and sylvan quietness induced La Fontaine to make it his retreat; also the Abbés Delille and Condorcet. Our road now leaves the deep cutting through which it hitherto proceeded, and sweeps over the plain of Val Fleury by a viaduct of two rows of arches 145 feet long and 108 feet high. During our progress over it we get a brilliant view of the Seine on the right, and of the chateau of Meudon on the left.

Meudon—A small place remarkable for its splendid chateau, erected by order of Louis XIV.; the present chateau was fitted up and embellished by Napoleon for Marie Louise. Close to this is the spot where, in 1842, happened the dreadful accident that consigned so many human beings to a terrible death, by the breaking of the axle of a locomotive, whereby many of the foremost carriages were crushed, and thrown on the engine furnace, and 100 persons burned to death in about eighteen minutes. A chapel has been erected to commemorate the sad event. The railway now descends into a deep cutting, passing under the Meudon avenue, and arrives at

Bellevue—A place of no interest or importance.

Sevres—A pretty place situated on the left bank of the river, and having a population of 4200. It is about six miles from Paris, and stands in the midst of two hills, on whose slope, at either side, run the two railways to Versailles. It is celebrated for its china manufactory, which stands on the left of the road. It is a large building, and has in active employment 150 persons. A visit through it will be well repaid; and permission can easily be procured from the directeur, M. Brongniart. The Porcelain Museum will immediately attract the visiter's attention. It contains all the curiosities imaginable in the shape of earthenware and china, from all parts of the earth; and also specimens of all the productions of the establishment since its foundation. The elegance of the manufacture, and beauty of the painting of the Sevres ware, cannot be surpassed. Here also the manufacture of painted glass has been brought to a considerable degree of perfection. There are two entrances to the Park of St. Cloud from the town. From here the railway enters into a deep cutting, and arrives at

Chaville—Whence it starts off to Viroflay. Here the line to Chartres diverges to the left.

Versailles—See page 270.

The railway to Chartres proceeds on to the left from Viroflay, and passes by the unimportant stations of St. Cyr (where is the Ecole Militaire), and Trappes. La Verriere and Lartoise stations are next passed, and we arrive at

Rambouillet—A rather heavy and monotonous town, with a population of 3200. Its château is the chief object of interest, and only so because of its historical associations, as the place itself is nothing more than a disagreeable structure of red bricks, flanked by towers of stone. It is now a school for officers' daughters; though for a lengthened period the residence of the French kings up to the days of Charles X., who here signed his abdication of the throne in 1830, together with the Duke d'Angoulême. Quitting this station, the railway passes through a country hilly and varied.

Epernon—A small place, nicely situated, with 1800 inhabitants. It occupies a very pretty position on the banks of the Guesle, and has old towers.

Maintenon—Is situated between the aqueduct, now in ruins, and the beautiful viaduct, sixty-five feet high, and having thirty-two arches. The château on the margin of the Eure is its only object of interest. The valley of the Eure is crossed by the ruined aqueduct above alluded to.

Quitting this last station, the railway enters La Beauce, a beautiful and fertile plain, made up of some of the finest and most luxuriant corn-lands in France.

Jouy—Departing hence, we cross the Eure, and see the steeples of Chartres peering in the distance long before we reach the city.

Chartres—See page 251.—Six miles from this last station is Bretigny, famous for the celebrated treaty of peace, signed between France and England in 1360.

From Chartres the railway continues its course through the plain of La Beauce already alluded to. Passing Courville station, three miles south of this place, is the Château de Villibon where the illustrious Sully died. Pontgouin station is next arrived at, and the railway terminates at

La Loupe, **Le Mans**, **Laval** & **Rennes**—See page 24.

ROUTE 30.

Nancy to Metz, Forbach, and Ludwigshafen.

Distance—165 English miles.

Nancy.—See page 258.

The railway, leaving Nancy, proceeds on its course through a country possessing no objects of scenery that require special notice, and at about five miles' distance from Nancy crosses the Moselle, a little before arriving at Frouard, the junction with the Paris line, whence it proceeds on to Marbache and Dieulouard—places of no importance.

Pont-a-Mousson—Inn: Hotel d'Angleterre.

A pretty town, situated on the Moselle, which is here crossed by a bridge: it has a population of 7,300, and possesses a splendid Gothic church, richly ornamented with paintings of the Lorraine school. The old house, called Maison des Sep

Péchés Capitaux, situated in the Square, deserve a visit. The next stations passed are places of no importance, and are as follows:—Pagny, Noveaut, and Ars.

Metz.—See page 257.

From Metz to Forbach the scenery is pleasing, and in many instances picturesque, but altogether devoid of objects of interest. The next stations are—Pelter, Courcelles, Remilly, Herny, Faulquemont, St. Avold, Honbourg, and Cocheren.

Forbach.—

Forbach is situated on the frontier of France, and has a population of 4,300.

Diligence and Malleposte hence to Mayence, accomplishing the journey in ten hours.

Metz to Treves.—Schnellpostes daily perform the journey in fifteen hours.

Forbach is the last station within the French frontier. The next arrived at is—

Saarbrucken.—Here is the Prussian frontier, and the Custom-House, where passports and baggage are strictly examined

Rohrbach, and the adjoining country here, as well as that surrounding Bexbach and Neunkirchen, is celebrated as a rich and productive coal-field. Leaving here, the railway proceeds through a country possessing no particular objects of interest, and arrives at

Homburg, a small but clean town, with a population of 3000. Its only objects of attraction are the fortress on the Schlossberg, famous for its historical associations connected with the thirty years' war; and a very pretty church, though quite a modern structure.

From here, omnibuses go to Zweibrücken daily.

The next station is Bruchmühlbach, a place of no importance.

Landstuhl —A small town, containing a population of 1500. The ruined castle of the Counts of Sickingen overhang the town: it was partly hewn out of the rock, and had walls twenty-four feet thick: in it the chivalrous Franz Von Sickingen lost his life, on May 7th, 1523, having been grievously hurt by a falling beam. His bones rest behind the altar of the Roman Catholic Church. Part of his mounument, a mutilated statue of a horseman, stands at the bottom of the tower, another part, with the epitaph stands behind the high altar.

Nothing of interest is met with on our route from here to

Kaiserslautern—Inns: Donnersberg, Bairvherhof, and Post.

Prettily situated, between pleasant hills, and containing a population of 6,400 inhabitants. The town is a very old one, and is almost reduced to ruins. A castle was built here, in the twelfth century, by the Emperor Barbarossa, which was separated from the town by its fortifications, but it was destroyed in the war of the Spanish succession.

Kaiserslautern occupies an excellent position for trading purposes, and encourages considerable woollen manufactories, and is the seat of the central prison of the Rhenish circle.

From Kaiserslautern to the next station there is nothing met with deserving special notice. The following stations are passed:—Hochspeyer, Frankenstein, Waldenthal, and Lambrecht.

Neustadt.—Inns: Post, and Goldener Löwe.

Is situated at the foot of the Hardt Mountains; and though not particularly attractive, is yet rendered very picturesque-looking by its position. It is a very old town, and contains a population of 8,200. In its church, which is a building of the fourteenth century, there are very many curious monuments of the Pfalzgraves. It is the centre of a most interesting neighbourhood, abounding in ruined castles, whose dismantled battlements, moss-grown and ivy-covered, with the wild-flowers growing in their fissures, appear interesting and picturesque in the extreme.

From this place, the Railway to Landau and Strasburg branches off.

The railroad, quitting Neustadt, proceeds through a splendid country, famous for its vineyards and the rich wines which they supply. Nor is it uninteresting to geologists, who will be attracted by the basalt eruption proceeding from Pechstein-Kopf mountain.

Hasloch.—

Bohl. -

Schifferstadt.—From this point branches off the railway to Spires.

Matterstadt is passed before arriving at

Ludwigshafen, opposite Mannheim.

ROUTE 31.

Roanne to Lyons.

Roanne —See page 267

We cannot recommend this Route to English travellers, particularly that portion of it between Roanne and St. Etienne. It is merely a line fit to convey coals and merchandise, and is not suitable for travellers.

The railway, on leaving Roanne, is carried up the Rhone valley, and pursues almost a parallel course with the post-road leading to Lyons, up to the station St. Symphorien, which is arrived at shortly before we pass the station l'Hopital, where the post-road to St. Etienne turns off.

Neulize.—Shortly after this the post-road rejoins our route, and it and the railway run parallel with each other up the right bank of the valley of the Loire. Balbigny station is next passed.

Feurs is located on the spot where once stood one of the most important cities in Gaul, called

Forum Segusianorum. It has a population of 2300; and has in its vicinity very many memorials of Roman dominion, &c.

Montrond -A village one mile and a half from the railway, on the great bank of the Loire, crowned by the ruins of a majestic Castle, is next met with; after which we pass St. Galmier and La Renardiere, and arrive at

St. Etienne—See page 267. —The distance from here to Lyons is 35 English miles.

Departing from St. Etienne, the railway enters a tunnel narrow and flat, and only permitting one line of rails. It traverses this tunnel which runs under the village of

Terre Noire.—Between here and St. Chamond, a bridge separates the waters flowing to the Mediterranean by the Rhone, from those going to the Atlantic by the Loire.

St. Chamond—An industrious and manufacturing town, with a population of 8300, famous for its staylace productions. Besides this, it is the seat of a considerable number of furnaces and silk manufacturers' establishments.

The railway now goes through a coal country, passes Grandecroix station, and arrives at

Rive de Gier—A prosperous and rising town, situated on the right bank of the Gier, with a population of 12,200. Its chief source of wealth arises from its coal-fields, which are explored by more than forty coal-mines in the vicinity, worked by steam-engines. The glass works here also—the property of an Englishman named Jackson—are invaluable sources of wealth; besides, there are many manufactories of engines, and several silk works.

From here the railway takes its course through a country giving evidence on every side of its thriving industry. The tall chimneys are appearing like giants in all directions, puffing forth volumes of smoke that make the scene resemble the country about Manchester or Bolton.

Before arriving at Givors we pass Couron and Burel stations; and the railway leaves the valley of the Gier, and again approaches the side of the Rhone.

Givors—An industrious town, abounding in manufactories of iron and glass. Its population is about 5500; and it is situated on the right bank of the Rhone, at the point where that river receives the waters of the Canal de Givors and of the Gier.

From here the way leads through a country varied in picturesque beauty; passes the unimportant stations of Grigny, La Tour, Vernaison, Irigny, and arrives at

Oullins, previously passing through several small tunnels and cuttings. A pretty place, consisting nearly altogether of the country residences of the merchants and gentry of Lyons.

Lyons—See page 256.

ROUTE 32.

Montereau to Troyes.

Distance—62½ English miles.

Montereau.—See route 22, page 417.

The railway directs its course through the beautiful and fertile valley of the Seine, and passes Chatenay, Vimpelles, Les Ormes (where there is a Refreshment Buffet, and whence diligences go on to Provins), Hermé, and Metz—all places of no importance.

Nogent.—Inns: Cygne d'Or, and Cygne de la Croix.

A small town, situated on the left bank of the Seine. It has a population of 4000, and is fast rising into importance. The Ile des Ecluses, joined to either bank of the river by stone bridges, divides the town into two parts.

The church of Nogent will attract attention: it is a pretty Gothic building, of the fifteenth century, crowned by a splendid tower. There are to be found very pretty walks in all directions of the town.

The remaining stations between here and Troyes are all unimportant, and may be ascertained by a reference to page 40.

ROUTE 33.

Paris to St. Quentin.

For description of Route between Paris and Creil, see route 18, page 413.

Creil—See page 252.

Distance, 42 English miles.

Pont St. Maxence.—A very pretty town, situated on the Oise. The road passes the forest of Chantilly on our right. Coaches also travel from here and Creil to

Senlis.—Inn: Grand Cerf.

A town of considerable industry, divided into an old town and three modern divisions. It has a population of 5200. The usual feudal indications of ramparts mark out the old town, whilst the three modern suburbs are indicated by the mills and manufactories to be seen scattered through them. The Port de Meaux, and the Porte Bellon, will interest the antiquarian. In the old town are the remains of the castles in which may yet be distinguished the chapel and hall.

The cathedral is a grand, though small building of the 12th century, surmounted by a splendid tower. In the vicinity about Senlis, there are several other ruined churches deeply interesting, among which are the ruins of the Abbey Chaalis, whose Gothic fragments will greatly delight the lovers of that particular species of architecture.

Villeneuve-sur-Verberie—On the left, at a little distance, the river Oise runs parallel with our course.

Compiegne—Inns: La Cloche, and Le Lion.

An unpicturesque town, situated on the left bank of the Oise, with a population of 9000. It was here the military stores and ammunition of the Romans was kept; and it was for a lengthened period the favourite residence of the kings of France.

The royal palace is a handsome building; and is historically remarkable as being the palace in which Napoleon received Marie Louise his bride. It was also a favourite retreat for Charles X. It is surrounded by very pretty gardens, approached from the forest by a long avenue 4800 feet long. The façade, facing the forest, is very fine.

The Hotel de Ville is of the Gothic style of architecture, and its turrets and tower will interest the visitor.

The church of St. André is a specimen of the pure Gothic style of the 13th century.

Compiegne is historically remarkable as being the spot where Joan of Arc, the maid of Orleans, was taken prisoner, and delivered up to a captivity which ended by the infliction of a cruel death on her in 1430. Whilst endeavouring to protect the fugitives in their efforts to escape beyond the gate, on their retreat before the enemy, she was taken by an archer of Picardy, by whom she was delivered up to John of Luxembourg, and sold by him to the English. The exact spot on which she was captured is still pointed out; it is close to the old gateway of Vieux Pont.

From here diligences run to Soissons.

From here the line of road proceeds through the Oise, following its right bank by Thouroutte and Ourscamps to

Noyon—See page 259.—From here diligences go daily to

Ham—Inns: Hotel de France, and Cornet d'Or.

A town situated on the Somme, and having a population of 16,800. It is the seat of a fortress, and its citadel has been very much strengthened: it is used as a State prison. Its donjon keep is 100 feet high and 100 feet wide, and its walls are thirty-six feet thick. It was in this fortress the present Emperor of the French was confined, after his attempt on Boulogne. Here he remained a prisoner for six years, and only escaped in 1846, in the disguise of a labourer bearing a plank of wood on his shoulder. It was erected in 1470, by the Comte de St. Pol, who was afterwards put to death by Louis XI.; and served also as a State prison for the Prince de Polignac, and three other ministers who signed the Ordonnances of July, 1830, in the reign of Charles X. Cabrera, the Chartist, was also confined here.

The church has a good choir, carvings of Scriptural subjects, and, on the whole, may be said to be an interesting building.

Appilly is next met with, after which we arrive at

Chauny—A very old town, with a population of 5,300, situated partly on an island in the Oise.

St. Quentin.—See page 268.

RUSSIA.

RUSSIA is a vast and mighty empire, situated partly in Europe and partly in Asia, between 43° and 70° North latitude, and 15° and 65° East longitude. Its greatest extent from the southerly point of the Crimea to the north coast of Lapland, or the mouth of the White Sea, is 1,720 miles, and from the western border of Poland to the 60th meridian, along the 528 parallel, 1,791 miles. The superficial area exceeds 2,000,000 English square miles. The entire of this large territory belongs to the great plain which extends through the middle of Europe, from the German Ocean to the Caspian Sea and the Ural Mountains, with the exception of Finland, the Great Lakes, and the White Sea.

In Climate, that of Russia is of an extreme character, the winters being colder, and the summers warmer, than in the corresponding latitudes of western Europe. The Spring, however, is mild and temperate in the south, though the summer is of long duration, with oppressive heat and little rain. Autumn sets in rather late, and the winter is short, with little snow, though sometimes cold and severe. The middle region, extending from 50° 8′ to 57° 2′, has a rough winter, and, in the more northerly region, it is long and severe, during which travelling is practicable only on sledges over the frozen snow. At St. Petersburg the duration of winter ranges from the end of September to the beginning of May, when winter all at once disappears. In the Arctic region, extending from 67° to 74°, the climate is very rigorous in winter, and warm in summer.

Geology and Mineral Productions.—The predominating formations are the tertiary and alluvial, the older formations being less frequent.

Soil and Vegetation.—There is a vast tract of country, about 796,000 square miles, which possesses a peculiar and rather remarkable soil, consisting entirely of decomposed vegetable matter, which forms a stratum varying in thickness from three to five feet. A great part of Western Russia is sandy, and intersected by extensive marshes and bogs. The middle region, extending from 50° to 70°, is the wealthiest and most densely peopled portion of Russia, and consists of wide, open, undulating plains, with very slight elevations to break the monotony. The Russian forests are the most important of her vegetable productions, not only from their enormous extent, but from their supplying in profusion timber, tar, pitch, potash, and turpentine, which form a principal part of the commercial exports, and also fuel, in a country nearly destitute of that commodity. The population of Russia is about 60,000,000, divided into six great classes—nobles, clergy, citizens, peasants, serfs, and slaves. Education is subject to the direct control of the Government.

Administrative Divisions.—Russia, in Europe, is divided into forty-seven Governments. This does not include the sort of Military Republic of the Don Cossacks, or the Grand Duchy of Finland, which have a separate Administration, and the Kingdom of Poland.

FORMALITIES

To be observed by Foreigners on Entering Russia, and on Departing from the Empire.

Every Foreigner, upon his arrival in Russia, must have a Passport duly authenticated, which he must present to the proper authorities of the first government on his road, in order to deliver to him his Passport and get a ticket for his journey that he may be able to prosecute the same into the interior of the Empire. This ticket must be renewed in every government town through which he passes; and on his arrival at the place of his destination, he ought again to present himself before the respective civil governor, in order to have this ticket exchanged for a permission of residence. If the traveller only intends staying a short time in Russia, he may dispense with the billet of residence, and get a contra mark, which will enable him to stay one or two weeks. A billet of residence costs from four rubles and three kopeks to nine rubles and four kopeks, according to the rank of the person. In both the metropolies of the Empire, viz., Moscow and St. Petersburgh—his permission, or ticket of residence, is to be obtained at the Address-office for Foreigners (Bureau d'adresse pour les étrangers).

Every Foreigner who wishes to leave Russia must present a petition to that effect to the Military Governor, Governor-general, or Civil Governor, accompanied with a certificate from the police that there is no legal impediment to his leaving the Empire. Besides, he must advertise in the Gazette, three times, his intended departure, in the town in which he resides. After having observed these formalities, the Foreigner receives his Passport without delay; and, by applying for it, he can also obtain the Passport with which he crosses the frontiers of the Empire.

The Passports for departure delivered to Foreigners on the governments of the frontiers, are valid for the term of three weeks; and those from the governments of the interior for three months. After the lapse of this term, these Passports must be revised by the Governor, in order to enable the Foreigner to pass the frontiers of he Empire.

Books.—The traveller must bear in mind that *all* Books are examined by a committee of censure, and none are admitted unless they have been previously approved.

Bank Notes.—Foreign Bank Notes are prohibited, they are seized and returned to the owner when he leaves the country. Travellers must not provide themselves with Russian paper money before they enter the country; they expose themselves to loss by do ng so. When such notes are discovered (and the pocket book is frequently looked into) they are destroyed, being considered as forgeries.

The traveller should be careful not to use newspapers for packing purposes, as the Custom House officers clear all away, fearing the entrance of forbidden literature.

St. Petersburg.—Hotels:—

St. Petersburg, De Russie, Des Princes, Hotel de Paris, Hotel Kaiser, and Demuth's Hotel. English lodging house, M. Spinks', on the Galeone. English boarding house, very clean and mod rate. Miss Benson's, excellent in every respect; Inter preter and Commissioner, John Shaft.

This splendid city, the metropolis of the Russian empire, is seated on the river Neva, near its entrance into the Gulf of Finland: the entrance to it by water is the most beautiful. After passing Cronstadt, (which is distant 17 miles,) with its forests of masts, towers, and forts innumerable, we come in sight of the palace of Peterhoff, in its well wooded park. After a couple of hours' sail the traveller arrives in the Neva, passing some majestic buildings, with the golden spires and domes of the city, and he is soon landed on the Quay, near the Academy of Arts. So late as the beginning of the last century, the ground on which the city now stands was only a vast morass, occupied by a few fishermen's huts. Peter the Great first began this city in 1703. He built a small hut for himself, and some wretched wooden hovels. In 1710 the Count Golovkin built the first brick house; and the next year the Emperor, with his own hand, laid the foundation of a house of the same material. From these small beginnings rose the imperial city of St. Petersburgh, which is now one of the handsomest in Europe, and contains a population of about 600,000 persons. The streets in general are broad and spacious; and three of the principal ones, which meet in a point at the Admiralty, are more than two miles long. The Nevskoi Prospect is the Regent-street of St. Petersburgh. It is nearly three miles in length, of great width, has most elegant shops, palaces, churches, &c. on each side, and is the great artery of the city. Out of this street there is a large arcade or bazaar, very similar to the one at Brussels. The Kazan Cathedral, in this street, is a noble edifice of its kind. Two circular colonnades, similar to those in front of St. Peter's at Rome, lead to the entrance of the church, which is adorned with colossal statues. In the interior are fifty-six marble columns 52 feet in height, each one hewn out of a single block of marble. Walls and flooring of the same, all beautifully polished. There are here some choice paintings; but what attracts the eye most is the balustrade, pillars twenty feet high, beams, picture frames, &c., before the sanctuary, all of which are of solid silver, and highly polished. Our Lady of Kazan is covered with jewels of immense value; and the silver before-mentioned was a present to the Holy Mother, so called, from the Cossacks, after the campaigns of 1813–14. Isaac's Church was commenced a century ago by Catherine II.; but it is in the present Emperor's reign that it has become what it is. The foundation alone cost upwards of £200,000. Fabulous sums are mentioned as the cost of this beautiful church; sums as high as £16,000,000, or £17,00,0000. Enormous as these sums are, the stranger is not disposed to doubt them, when he considers the nature of the ground, the scarcity of skilled labour, and the cost of material. Like all other churches here, it is built in the form of a Greek cross, of four equal sides. The pillars at the entrance are sixty feet high, and have a diameter of seven feet all magnificent, round, and highly polished granite monoliths from Finland. The cupola is covered with copper, overlaid with gold, for the gilding of which forty-two measures, equal to fourteen English bushels, of ducats were melted down. The Altar screen is of immence value. The whole edifice is surmounted by the far-seen golden cross, which, with the cupola, glitters like the sun over a mountain.

Within the walls of the fortress is the Cathedral of St. Peter and St. Paul, in which are deposited the remains of Peter the Great, and of the successive sovereigns, except Peter II, who was buried at Moscow. Among the noblest monuments of Petersburgh is an equestrian statue of Peter the Great, in bronze, erected by Catherine II. in 1762. It is of colossal size, and stands on a huge pedestal of granite. The column of Alexander is also a splendid monument. We should also recommend a visit to the Winter palace and the Marble palace, both situated on the Russian Quay, the Michaely palace, the hut of Peter the Great, the Hermitage, in which is a large collection of paintings, which can be seen daily. The mansions of the nobles are vast piles of building, furnished in the most elegant style, and situated chiefly on the south side of the Neva, either in the Admiralty quarter, or in the suburbs

of Livonia and Moscow, which are the finest parts of the city. The views upon the banks of the Neva exhibit the grandest and most lively scenes imaginable. That river is in many places as broad as the Thames at London; it is also deep, rapid, and as transparent as crystal; and its banks are lined on each side with a continued range of splendid buildings.

On the North of the fortress, the Academy of Sciences and the Academy of Arts are the most striking objects. On the opposite side are the imperial palace, the Admiralty, the mansions of many of the nobility, and the English line—so called because it is mostly occupied by English merchants. In the front of these buildings, on the South side, is the quay, which extends more than three miles, except where it is interrupted by the Admiralty; and the Neva: all along that space has been embanked by a wall, parapet, and pavement of hewn granite. The literary and scientific institutions are numerous; but the most important is the University, founded in 1819. The Museum, in the Corps de Mines, has the finest mineralogical collection in the world—emeralds, amethysts, &c., of large size; a block of malachite, 4000 lbs. weight, valued at £19,000; a lump of gold, 80 lbs. in weight. Romanoff's museum, Asiatic museum, and the imperial library, are all worthy of a visit.

The Botanical Gardens, on Apothecary's Island, are well worth a visit, the palm-houses being the finest to be seen anywhere. The datschas, or country villas of the nobility and merchants, situated on these islands, are all built of wood, in every variety of style and colour, all detached, and standing in their gardens and groves, with balconies, hothouses, and statues.

In the Taurida palace is the largest ball-room in St. Petersburg, said to be half a mile in circumference; on one side of which is the Winter Garden, or conservatory, the whole length of the palace, divided from the ball-room by a row of magnificent marble pillars, but otherwise roofed in, and forming part of the saloon itself. Enormous chandeliers, and silver branches for lights encircling the pillars, with the plants and trees in the conservatory also turned into candlesticks, hold upwards of 20,000 wax lights—which, with the statuary in this vast room, must make an entertainment here one of the finest sights in the world.

The Winter Palace, however, is the grand building, and is of itself worth a visit to St. Petersburgh. It was commenced in 1754, and finished in 1762, for the Empress Elizabeth, and is the most splendid and largest royal edifice in the world. It is built on the banks of the Neva; its front—700 feet in length—is three stories high, and is nearly square. When the emperor is residing in the palace, upwards of 7000 persons inhabit the building. The Empress's reception room, or golden saloon, has its walls entirely covered with gold, and the white saloon has all its decorations of pure white, relieved only by gold. The throne saloon, or St. George's Hall, surpasses everything for grandeur and beauty, and is 140 feet long by 60 in width. The Hermitage is connected with the Winter Palace, and was built by the Great Catherine, and is a most luxurious retreat. The collection of paintings occupies about forty rooms, and is of immense value. These galleries alone would take weeks for a careful inspection. Three or four rooms are entirely filled with jewels and articles of vertu, and the ground floor with statuary—all of which collections are continually increasing. Here also is the Museum of Peter the Great; all the lathes and tools he used, and various articles of his own manufacture. The Hermitage is generally open daily. Admission is gained by ticket from some resident merchant, or by paying one rouble to the porter. Visitors are recommended to go immediately the doors are open (10 a.m.), take a little lunch with them, and stay till the close (4 p.m.) This collection is very rich in Dutch, Flemish, Spanish, later Italian, and French masters. There also some very fine manuscripts and illuminated missals, and a collection of antiquities.

One of the most pleasant promenades in the city is on the Cavalry Boulevards, leading to Isaac's Church, one mile in length, and perfectly level.

Of the charitable institutions, the principal are the Foundling Hospital, the Sailors' Hospital, the Lazaretto, the Asylum for the Blind, the Asylum for the Deaf and Dumb, the Humane Society, &c. The manufactures are various, and some of them of considerable extent; and the commercial intercourse is important, from its extensive communication with the interior, this being the only great maritime outlet in the Gulf of Finland. The principal exports are hemp, flax, skins, leather, iron, tallow, &c.

Small screw steamers are continually plying from the city to the islands, and there are a great number of bridges crossing the rivers, all of which are built on boats (some of them nearly half a mile in length), except the new bridge, which is built of iron, has seven arches, and cost one million and a quarter sterling. This bridge was finished about two years ago, and is a magnificent structure.

THE ENVIRONS OF ST. PETERSBURG.

The palace and town of Peterhoff are beautifully situated, at a distance of about fifteen miles from the city, the view from which embraces the whole of the Neva, from Cronstadt to St. Petersburgh, and the shore of Finland beyond. Steamers ply every four hours; and on Sundays and holidays; it is a favourite resort, as, on those days, the fountains, which are equal to Versailles, play from five to nine o'clock in the evening. A magnificent *jet d'eau*, eighty feet high, comes from the colossal gilt figure of Samson, in front of the palace; and on the sides of a canal, which runs from this into the sea, are numbers of fountains and figures. The grounds and park are well kept, of great extent, and very beautiful for such a high latitude.

Routes from England to St. Petersburg.—From Hull or London to Hamburg; thence by rail to Lubeck, and by steamer from there. Or the traveller may proceed by rail from Ostend or Calais to Stettin; thence by government steamer, which plies weekly, in about two and a half or three days.

New Routes to St. Petersburg.—Over

and route via Tonning and Flensburg-Royal Danish Railway.—By steam to Tonning see alphabetical list of steamers, thence by the Royal Danish Railway to Flensburg; distance, 35 English miles. From Flensburg by steamers constructed expressly for the navigation of the Baltic to St. Petersburg, in 72 hours. These vessels land passengers and discharge cargoes at the quays of St. Petersburg; thus avoiding the delay and annoyance of change of boats and transhipment of goods at Cronstadt. The most remarkable features of this route are, the saving of 400 miles sea navigation for passengers, and the saving of the Sound dues for goods. A reference to the map of the North of Europe will show at a glance the facilities which this route offers to shippers of goods, and the shortened sea voyage to passengers.

Travellers to St. Petersburg from Copenhagen, if they have time, or dread the sea, will find the route through Sweden a very agreeable variety to the monotony of a sea voyage; the steamer is generally taken to Gœtheborg (or Gottenburg), then by the Gotha canal to Stockholm, steamers go tolerably frequently from Stockholm to St. Petersburg; the traveller by this route has the advantage of seeing Abo, Helsingfors, and Revel, and arriving at St. Petersburg in 4½ days from Stockholm.

Tsarsko Selo.—*Stat.*

The visitor to St. Petersburg should not omit going to Tsarsko Selo (by rail). There is a huge palace built by Catherine II outside. He will see the traces of the profuse gilding she indulged in. Inside are many interesting rooms. One is lined entirely with amber, the gift of Frederick the Great. The grounds are very extensive, containing some of the best timber in Northern Russia. They are kept with great care. In them is a garden of choice flowers. There is also an armoury containing rich suits of armour, fire arms, and jewelled saddle cloths. There is also a managerie, a dining house, and a frigate on the lake for the Grand Duke.

From Tsarsko, take drosky to Pavolski, 3 miles, to the Grand Guke Constantine's Park. This is very beautiful; the ground undulating, well wooded and watered. At the railway terminus is a very excellent band, lead by Strauss. It plays every evening during the summer; but there are certain fashionable evenings, which the visitor can ascertain from his landlord. Refreshments may be obtained. They are good but dear. English ale, 2 roubles the quart bottle; porter, 1.50 do. Trains return at convenient hours.

Moscow.—Hotels:—Hotel Billo, very clean; Ladadies, dear and dirty.

Moscow is the metropolis of the empire, though not the seat of government. It is a large city, regularly built, on the banks of the Moskva, 400 miles S.E. of St. Petersburgh, in 55·45 N. latitude, and in 37·33 E. longitude. In 1812 it was all but destroyed by fire. This fire has rendered the city memorable in history, as being connected with the invasion of Russia by the French, under Napoleon. On the 7th of September the battle of Borodino took place, at which the French were victorious; and the Russians retreated, leaving Moscow to its fate. The city was set on fire by the governor, Count Rostopchin, and was in ruins when the French entered it, on the 14th of the same month. In the fire 30,000 sick and wounded soldiers perished. This conflagration destroyed more than three parts of the town; but it is now all rebuilt, and its improvements considerably added to. The city is divided into five divisions—the Kremlin, containing the ancient palace of the Czars, where Peter the Great was born; the Kithagorod, containing the university, the printing-house, and very many valuable buildings; the Bielgorod, or White Town; the Semliangorod; and the Sloboda, or suburbs. Its churches are worth a visit; and it is crowded with palaces, monasteries, arsenals, museums, and other public buildings, representing the various styles of architecture—Grecian, Gothic, Italian, Tartar, and Hindoo—rude, fanciful, grotesque, gorgeous, magnificent, and beautiful, overtopped by upwards of thirty gilt cupolas. The Cathedral of the Assumption, founded in 1325, and rebuilt in 1472, is decked out with gorgeous and extravagant ornaments. In this church the Emperors are invested with the ancient crown of the Czars. Towering far above all other objects is the tower of Ivan Velek, or John the Great. It is 270 feet high; and contains thirty-three bells, the largest of which is more than 124,000 lbs. weight, English. They are decidedly worth hearing, as they toll on Sundays and festival-days. The Great Bell of Moscow, cast in the reign of the Empress Anne, and weighing 443,772 lbs., has been recently raised from a pit, in which it was sunk for a century, and placed upon a pedestal. Though now cracked and useless, it is yet a great object of veneration with the Russians. Moscow is also the seat of many scientific and literary institutions, and is the centre of a vast inland commerce. The population is about 350,000. A railway communication is established between St. Petersburgh and Moscow. It is about 400 miles long, 300 of which passes through a wood. About sixty miles west of Moscow is Borodino and Moyarsk—the scenes of two desperately contested and sanguinary battles between the French and the Russians, in 1812.

English Church in the Tcherutcheffskoi Perculok. Service at 11 a.m. Books provided.

Droskies.—The traveller should get his landlord or a friend speaking Russ to make a bargain for him, before he takes a drosky any distance.

General Observations.—The traveller will, of course, first of all go to see the Kremlin. He will find it a hill in the centre of the city, surrounded by a wall, and pierced by several gates. If he passes through the Red Place, he will see the Gate of St. Nicholas to the right, and the Holy Gate or Sposs Vorota to the left. Over the gate is the miraculous picture of the Virgin; and the visitor must remember to pass through uncovered; but if his scruples will not allow him to uncover, he had better try another gate, as here there is a soldier

posted to enforce obedience at the point of the bayonet. Before entering he will see to his left the famous church of St. Basil. From the terrace of the Kremlin a very good view is obtained. Proceeding through the Sposs Verota, the stranger finds on his right a square in which are the principal churches which should be visited. Close by is the palace, with its handsome suites of rooms and its noble halls of the orders of St. George, (white) Vladimir, (red) Andrew, (blue). The visitor is conducted from these halls to the dining-rooms, used only at coronations, and thence to the Council Hall of the Partriachs. Near this place is the treasury, in which is a rich store of gold and silver plate, countless jewels of great value, state coaches, and arms. Singularly enough, though the Russians suffered so much by Napoleon, his is the only marble statue in the treasury. Near this building is the Arsenal, with its trophy guns, and the Senate House.

Visitors should by all means gain the views of Moscow from the Tower of Ivan Veliki in the Kremlin, from the Seminoff Monastery on the east, and from the Sparrow Hill on the south.

CONVEYANCES.—Railway to St. Petersburg (400 miles.)

Odessa.—HOTELS:—HOTEL DE L'EUROPE, said to be the best.

HOTEL DE RICHELIEU, in the busiest part of the town.

HOTEL DE ST PETERSBURG, having a fine view over the sea and port.

Is situated on the North-western coast of the Black Sea, and is a fortified seaport in the government of Kherson, founded in 1792 by Catherine II. The harbour is an excellent one, and capable of accommodating a numerous fleet. The principal portion of the town is built upon the top of a long range of cliffs, which commands a splendid sea view. A public walk, planted with flowering trees and shrubs, extends along the top of the cliff, having the governor's house at one end, the Exchange at the other, and a statue of the Duc de Richelieu in the centre. The houses in the best localities are built of a soft, light-coloured stone, and roofed with sheets of iron, or painted wood. Its chief branch of trade consists of grain. Wool is also fast rising into importance. The carrying trade is performed chiefly in Austrian ships. The Sardinian, Russian, English, Grecian, Turkish, Swedish, and French vessels are also engaged in this trade. The inhabitants are chiefly Polish Jews, Italians, Greeks, and Germans, with a few French and English. It is a free port, and one of the cheapest towns in the world to live in. In it is a very important academic institution—the Richelieu Lyceum—having attached to its foundations professorships of Greek and the higher branches of science, together with natural and civil history. Its chief imports are sugars and other colonial produce cottons, silks, &c. The Cathedral of St. Nichol will repay a visit, its interior being sumptuously decorated. Distance to Nicolaieff, about 80 English miles. Since the war, is as dear as St. Petersburg which is the dearest town in Europe. Population 100,000.

Riga is situated on the Dwina, about five miles from its mouth, in the Gulf of the Baltic, called the Gulf of Riga, or Livonia. It is a very strong town and is capital of the Government of Livonia. Its commercial position is very high, being next to that of St. Petersburgh. Foreign merchants carry on its trade, and those connected with the English Factory there enjoy the greatest share of the commerce. Corn, hemp, flax, iron, timber, masts, leather, and tallow, form the principal articles of export. There is a very large floating bridge over the Dwina, 2,600 feet long and 40 broad; this bridge is removed in winter, when the ice sets in. The population of Riga is estimated to be about 68,000.

Saratov is situated on the right bank of the Volga, proverbial for the industry of its inhabitants, which has raised it among the principal of the Russian cities, and created for it a flourishing trade. It has some very excellent buildings; and is divided into the upper and lower towns, the population of which is about 36,000. It has a handsome archiepiscopal palace, several elegant churches, a large bazaar, a gymnasium, and an Ecclesiastical seminary

Cronstadt.—All vessels for St. Petersburgh stop at Cronstadt. Previous to the travellers arrival here his passports have been given up to him, and they are of no further use till he shows himself at the Alien office, the sooner after his arrival the better; at Cronstadt officers come on board and remain till the arrival of the boat at St. Petersburg

The stranger will not fail to notice the huge batteries which protect the entrance of the Neva, especially the new one now (1858) building, when the fortresses are passed he will see on the left the mole where lie the old men-of war in ordinary and where also vessels of all nations are waiting to discharge cargo, the river presents a lively scene here, and frequently many British steamers are lying at anchor.

Proceeding up the river some little distance, on the right may be seen Peterhoff, the summer home of the Imperial family; very shortly after the glittering domes of St. Isaacs, the Garrison Church, and the thin needle-like spire of the Admiralty are seen, and soon the steamer passes the bar. On the right may be noticed Mr. Baird's iron works, and the government ship-building shed, on the left the Corps de Mines museum, and immediately after the steamer stops at the landing-stage where, luggage is examined.

POLAND

POLAND.—The Polish towns are nearly all built of wood, and miserable cottages or huts constitute the villages. The country is very fertile in corn; and supplies to a great extent both Holland and Sweden with that grain. It has also extensive pastures. Peat, Ochre, Chalcedony, Chalk, Agate, Cornelian, Onyxes, Jasper, Rock Crystals, Amethysts, Sapphires, Rubies, and even Diamonds, are found in Poland; as also Talc, Spar, Lapis, Calamanaris, Coal, Iron, Lead, and Quicksilver. Leather, Fur, Hemp, Flax, Saltpetre, Alum, Manna, Honey, and Wax, are likewise produced; and it is remarkable for the beauty of its breed of Cattle.

Warsaw.—It is built partly on a plain and partly on a gentle rise from the Vistula, extending with the suburbs of Kraka and Praga, over a vast extent of ground, and containing about 150,000 inhabitants.

The streets of this city are very spacious but ill-paved, and the churches and public buildings are large and magnificent. The suburbs present rather an uncouth looking aspect, the houses being nothing more than mean, ill-constructed hovels. Its productive industry represents the manufacture of woollen-stuffs, carpeting, gold and silver ware, soap, tobacco, &c. There are also several wholesale mercantile hpuses employed in the import and export trades. There are two great fairs held here yearly—one in May, the other in November. They continue for three weeks, after the fashion of those at Leipsic and Frankfort.

This city was besieged, in July 1794, by the King of Prussia, but he was compelled to raise the siege in September following. The Russians attacked the city in November, and took the suburb of Praga, after which the city at once surrendered, and was made over to the King of Prussia by the Russians.

Warsaw was the Vice-Regal residence, and the place of meeting of the Polish Parliament up to 1833, when, the Polish insurrection being unsuccessful, the political existence of the Poles was annihilated; since which Poland must be looked upon as a part of the Russian Empire. It is 170 miles S. of Konigsberg and 180 E.N.E. of Breslau.

Cracow.—Situated on the left bank of the Vistula, 144 miles S W. of Warsaw, in a fine valley, with a number of fine buildings, but narrow, irregular, and ill-paved streets. In its cathedral—regarded as the finest and most interesting church in Poland—are the tombs of kings and great men of the country, from Boleslaus the Frisean and Casimee the Just, to Joseph Poniatowski and Thaddeus Kosciusko. The university is one of the oldest in Europe, possessing a rich library and a botanic garden. It has a population of 25,000. The legislative power is vested in an Assembly of Deputies, chosen by the Communes and Executive, a Senate consisting of twelve members, and a President, who is elected every year.

On a rock near the Vistula is the ancient Royal Palace, surrounded by brick walls and old towers, which form a kind of citadel. The University is one of the most ancient in Europe, possessing a fine library, and a botanic garden. Cracow communicates with its suburb of Padgoze, in Gallacia, by a bridge across the Vistula.

Though the city and suburbs occupy a vast tract of ground, they scarcely contain 26,000 inhabitants. The Great Square is spacious and well built, and many of the streets are broad and handsome, but on almost every building is the mark of ruined grandeur. The work of destruction was first commenced in 1702, when Charles XII. of Sweden took the city, and though his rude barbarism effected much Vandal desecration on the buildings and monuments therein, yet it had to suffer far more profanation from the Russians and the confederates In the year 1794 the Poles, whose individual courage remained unshaken, raised their standard at Cracow, headed by the illustrious Kosciusko; and notwithstanding the almost total want of regular troops, succeeded in driving a combined force of Russians and Prussians from before Warsaw. But the Russians, under Suwarroff, poured into the country in such numbers as to make resistance hopeless; and the insurrection received a death-blow from the loss of Kosciusko, who was taken prisoner at the battle of Maczechowicz. Warsaw was stormed by Suwarroff, and 20,000 of its brave garrison and inhabitants brutally put to the sword. Poland's last hour had struck! she was no more! Her king was sent a prisoner to Russia. The remains of Kosciusko's veteran bands disdained to live under Muscovite dominion: they sought and found a home in the armies of France, and contributed by their valour to bring Napoleon in triumph to the Kremlin. Its independence, with 447 square miles of territory, was restored by the Congress of Vienna, and a sort of a Republic created, under the joint protection of Russia, Prussia, and Austria, who exercise some partial authority in the legislation.

The monument erected to Kosciusko stands on the west, about a league from the city, and consists of a large artificial tumulus, raised by the people in 1820.

Great changes have, since 1814, been made in its constitution.

SWEDEN.

SWEDEN extends 1000 miles from N. to S., and 300 from E. to W. It is in general a very flat country; and from Gottenburg, in the W., to Stockholm, in the E., there is scarcely an acclivity to be seen.

It was formerly divided into five general parts:—Sweden proper, Gothland, Nordland, Lapland, and Finland, which were subdivided into provinces. The entire country is divided into twenty-three governments. The country is well watered by rivers (though it has scarcely a navigable one), by numerous lakes and inland pieces of water, on which the palaces and villas are usually built. In winter the cold is excessive, and in summer the heat is intense, but modified by the influence of a very serene air. In summer, all the rocks are quite covered with flowers, and the gardens plentifully abound in fruit. Horses, Cows, Hogs, Goats, Sheep, Elks, Reindeer, Bears, Wolves, Foxes, Wild Cats, and Squirrels are the animals principally found in the country. In some parts are rich silver and copper mines, and vast forests of timber-trees. Boards, Gunpowder, Leather, Iron, Copper, Tallow, Skins, Pitch, Resin, and Masts, are the principal articles of export. The inhabitants are of a strong and vigorous constitution. The Swedish houses are generally constructed of wood, and exhibit very little art in their erection. Turf generally covers the roofs in many places, and the goats may be seen browsing from off the houses.

The form of the Swedish Government has frequently varied. It was elective Monarchy before the accession of Gustavus I. In 1397, by the union of Calmar, it was stipulated that Denmark, Sweden and Norway should be ruled over by the same monarch, and hence Sweden became a mere tributory to the Danish kingdom. Gustavus Vasa rescued it from this degradation, and had the sovereignty of the country conferred upon him in 1523, and the crown made hereditary in his male issue, and afterwards extended to the female line in his family. In the regency of his daughter the nobles assumed a power offensive to the clergy and people, and Charles XI. obtained a formal cession of the absolute sovereignty, which afterwards devolved on his son Charles XII. From this monarch the crown passed in succession to his sister Ulrica, who resigned it to her consort, Frederick I. Gustavus III., in 1772, effected a revolution, whereby he secured many of the royal prerogatives forced from the throne of Sweden since the reign of Frederick I., at which period it was regarded as the most limited monarchy in the world. This monarch fell in 1792, by the hands of an assassin, leaving his son, Gustavus Adolphus, a minor, who became of age in 1796. This prince was deposed on the 1st of May, 1809, and his uncle, the Duke of Seedermania, was called to the throne. This monarch's son dying, he resigned the throne, and the Swedish Diet met to elect a successor, which they did, in the person of the brave Bernadotte, a French Marshal, Prince of Ponte Corvo. This person, though a Frenchman, and though he owed all his eminence to Bonaparte, yet fought against him, with the allies, in 1813, and, in 1814, secured Norway to Sweden by the Treaty of Kiel.

The Established religion of Sweden is the Lutheran.

Money.—All common accounts are carried on in Riksgeld dollars. Banco is chiefly used in Mercantile transactions. The Swedish Paper marked "Trettiowa" (32) is 32sk. banco, or one Rikadollar, (that is 48 sk.) Riksgeld. There are also notes as low as 8 sk. banco, about 3½d. English. 4 Dollars Riksgeld are equal to 1 specie dollar (Norwegian); 10 Riksdollars banco, are equal to 15 Riksdollars Riksgeld, or 3¾ Riksdollars silver spec. 2 of the silver pieces marked 18 are equal to 1 Riksdollar Riksgeld, marked "Trettiowa." The silver marked ⅛ R.—sp: is equal to 15 sk. (Norw. money) so that it is 3 sk. more than the Norwegian 1/2 mark which is marked 12.

Posting in Sweden.—The charge per Sw. mile per Horse is 24 sk.banco at the country stations, and 32 at the fast stations, that is, when starting from the town. It is usual to give the boy who accompanies, 2 or 3 skillings.

Arboga.—A town in Sweden situated on the Mälaren Lake. This Lake extends to Stockholm, and is remarkable for the great number of Islands with which it is studded, and for the beauty of its scenery.

Conveyances.—Steamers to Köping, Westeras, Stockholm, and Orebro.
For Railway see Time Tables.

Carlscrona.—A seaport in the South of Sweden. Steamers to Kalmar, Stockholm, Ystad, Copenhagen, and Lübeck.

Carlstad.—A town in Sweden, situated at the north of Lake Wenern. Distance to Christineham, 4½ S. miles, and about 22 from Christiania.

Conveyances.—Steamers on the Wenern to Christineham, and also to Stockholm, Wenersborg, and Gotheborg.

Christineham.—A town situated at the N.E. of Lake Wenern. See Carlstad and Orebro.

Fahlun, the capital of Delecarlia, is 120 miles N.W. of Stockholm, containing a population of 4000. Its streets are long and wide. It is situated in the midst of a region of copper mines, extending about twenty-eight miles in length and seven in breadth. This wide space is enclosed, and partly penetrated by rocks of reddish granite, which, towards the middle, gradually merge into an unctaceous rock, the greater part of which is composed of iron and copper pyrites. During many centuries these mines were the most productive in the world, yielding annually eight millions of pounds of pure metal. The present annual produce is thus estimated:—copper, 4,500 skip pounds; gold, 250 ducats; silver, 500 marks; lead, from 100 to 150 skip pounds; vitriol, 600 or 900 tons; ochre, 1000 tons; brimstone, 20 to 30 pounds. The ore is not rich, and the best is said to yield 20, but the poorest only 1½ per cent.

Gœtheborg or Gothenburg.—Hotel:—Hotel Bluns.

Is a large and handsome commercial town, situated on the left bank of the Gothalf, near the sea, 245 miles W.S.W. of Stockholm. It has about 26,000 inhabitants, and enjoys a very active commerce.

The Gotha is navigable from the sea to the Falls of Trollhätten, where the navigation is continued by a canal along the river, which here rushes impetuously down a gorge, a height of 190 feet. Between the canal and the river there is a range of saw-mills belonging to a Glasgow company. The ship canals pass through the town and are spanned by tasteful bridges. The two churches are noble buildings; the grand square is very fine, and in it is the beautiful bronze statue of Gustavus Adolphus, this may be called one of the most successful bronze statues erected in modern times. The visitor should climb to the top of one of the rocks behind the town, he will be well repaid by the extensive and beautiful view obtained.

Gotha Canal.—There are quick steamers on this canal between Stockholm and Gothenburg, the fare is rather high, but to compensate, the living is both good and cheap. On the canal are many objects of interest, some five hours from Gothenburg are the fine falls or chutes of Trollhattan; sufficient time is allowed to see these and the splendid locks. Later is seen the pensive Lake Wettern The scenery generally is somewhat flat, the wood has the appearance of second growth, but the soil, especially near Stockholm, is charming, there is all the variety of lake and river, pretty islands, and bold promontaries.

At Roxen there is a succession of locks, time is given to go and see the old monastery, where many of the Swedish kings lie buried, and where also interesting relics are shown. At Matala the celebrated engine manufactory can be visited. At Söderköpen is a mineral spring of considerable repute, sufficient time is allowed to explore the town which possesses some interest.

The scenery near Stockholm is very beautiful, and although the commanding position of the city is not so well seen when the entrance is made from the Gotha canal, as it is from the east side, still there is sufficient to make the assertion true, that this is one of the best placed cities in Europe.

Gottland.—An Island belonging to and situate on the East coast of Sweden. Chief town, Wisby, opposite Westerwick on the Swedish coast. We understand there is good sporting and fine scenery here.

Helsingborg.—A town on the Swedish coast opposite Helsingoer, which see.

Hernosand, an Episcopal city in Norsland; has a harbour, with a considerable trade. A Gymnasium, a College, a Botanic Garden, and a Printing Press, from which mostly all the books for the use of the Laplanders have been produced.

Kalmar.—A seaport on the S.E. coast of Sweden opposite the Island of Oeland. Distance to Hangstaden in Oelland, about 5 English miles.

Conveyances.—Steamers to Ystad and Copenhagen, to Stockholm and Lubeck

Koeping.—A town in Sweden situated on the north side of Lake Mælar. Distance to Stockholm, by land, about 14 Swedish miles; to Westeras, about 4½ Sw. miles. See Orebro.

Landscrona, the frontier town where luggage is examined.

Malmoe.—A seaport in the South of Sweden situated nearly opposite Copenhagen. Distance to Lund about 1½ S. miles; to Ystad about 6 S. miles.

Conveyances.—Steamers daily to Copenhagen, &c.

Mariestad.—Situated on the South side of Lake Wenern, about 10 Eng. miles from the entrance to the Gotha Canal.

Morast, on the post road from Stockholm to Christiania. It lies on the Swedish frontier; the next station is Magnord in Norway.

Motala.—Situated on the N.E. side of Lake Wettern.

Conveyances.—Steamers to Stockholm, Gœtheborg, and Carlstad.

Orebro.—Situated at the east end of Lake Hjelmar. Distance to Stockholm, by water, 27 S. miles; by land, 20 S. miles; to Christineham, six posts, about 10 S miles. There is a Railway to Arboga on Lake Mälar, and to Nora.

Conveyances.—Steamer to and from Stockholm daily.

Philipstad.—Situated about 6 S. miles N.F. of Carlstad, and about the same distance north of Christineham. See Carlstad.

Trollhattan.—A large district the people of which live in Indian red coloured houses. It can be called neither town or village, carries on a brisk trade in timber and iron. The Waterfall, or rather succession of rapids here is very fine.

Stockholm.—Hotels:—

Hotel Rydberg, Hahn's Hotel d'Angleterre, Hotel de Commerce, Hotel de Suede, and Hotel du Nord.

Dinners can be had at the Hotel du Nord and the Hotel de Suede.

Lies in a situation remarkable for its beautiful scenery. It is long, and irregularly constructed, occupying three rocky islands, besides two peninsulas. Travellers all concur in one opinion, that Stockholm is one of the finest cities in Europe in position; it is not uncommon to call it the Venice of the North, and whilst it will not compare in *detail* with that fair city of the sea, yet its panoramic effect is quite equal. Numerous rocks of granite, rising boldly from the surface of the water, create a variety of beautiful views. The harbour of Stockholm is a very fine one, admitting ships of the largest burden. At its extremity rise several streets, one above the other, in the form of an amphitheatre; and at the summit is the palace—a magnificent building. The principal objects of attraction are the Cathedral, the Bank, and the House of the Diet. This city also contains a very large number of literary and scientific institutions. The population is about 80,000.

There is here a Royal Academy of Science, founded by the celebrated Linnæus, associated with a few other learned men, in 1741; and also a Royal Academy of Arts. The Arsenal has within it an immense number of trophies and standards taken from different nations.

Stockholm, with the small territory surrounding it, constitutes a separate government. Manufactures of glass, china, silks, woollens, &c., are carried on here.

The visitor should lose no time in gaining the fine view from the tea garden at Mose Backe; he will be astonished at the numerous islands dotting the clear sea below; there is ever the charm of ships moving in or out; he will not fail to observe the beauty of the spires piercing the sky, nor the handsome museum just finishing, nor above all, the noble palace which towers above everything else, and is always a handsome object from whatever part Stockholm is looked at.

The best view of Stockholm is that obtained when sailing out towards the Baltic; but the visitor will do well to cross from point to point in the little boats paddled by women, called Dalkullor, in their picturesque costume.

Though the great charm of Stockholm is its situation, and the natural beauty of its environs, yet it is by no means destitute of artistic and historical features. The *Palace* is a large handsome building, with a basement of granite; it is built of carved stone, brick, and stucco; the inside contains an interesting gallery of paintings, mostly by Swedish artists; the arrangement of the rooms is tasteful; in them are to be seen the portraits of those who waited upon Bernadotte, praying him to be king; also, in accordance with the fashion of northern Europe, is to be seen the room as that king left it. There is a good library; it possesses a large bible of asses skin, and also a fine specimen of engrosing in Anglo Saxon, the work of an Englishman and his wife, left to the Monks at Canterbury on condition it should not leave that city. There is a sculpture gallery in the building, the gem is the Sleeping Endymion at the end of the gallery, a truly beautiful example of Greek art.

The *Cathedral* is a mixture of architecture more curious than beautiful, contains the sarcophagi and trophies of Gustavus Adolphus, and Charles XII., and also the crests of the knights of the Seraphim Order.

Church of *St. Nicholas*, near the palace, the oldest church, fine altar piece. *Riddarhaus* or house of assembly for the nobles. In front is the statue of Gustavus Vasa. Near this place is the statue of the founder of Stockholm, and part of the oldest house.

Museum.—Royal wardrobe, a collection of armour, knights on horseback, and infantry armed *cap-à-pie*, one very fine suit by Benvenuto Celini. In the same building are many relics of Swedens best kings, and their old clothes.

Museum of Northern Antiquities, well worth seeing; these various museums will be gathered together in the new building when complete.

Deer Park is a very pleasant drive in the suburbs; in it is a summer theatre, cafes, &c., also porphry vases, statues, &c.; it is a delightful place to ramble in after the heat of the day.

It is 290 E. miles from Sundsvall; 805 from Tornea; 41 from Upsala; 175 from Fahlun, by the Upsala road; 320 N.E. of Copenhagen; 1000 N.E. of Paris; and 900 N.E. of London.

The British Consul Major Pringle resides at N. Brunksborgstor No. 2. The Post office is in the Lilla Ny Gatau No. 6. west of the palace.

Most of the Steamboats start near the Raadhus.

Upsala.—Inns:—

Stads Nya Hotel.

Hotel de la Poste

41 miles N.N.W. of Stockholm, built on a gentle height and part of an adjoining plain, in a very level and fertile country; and one of the most beautiful and old-fashioned cities in Europe. It has about 16,000 inhabitants—the greater portion

of whom depend on the old and celebrated university, still enjoying a flourishing existence among them. It was founded in 1478, and is usually attended by about 1000 students, or alumni. The iron works of Lœfsloe and Dannenora, the iron of which is considered the best in Europe, are near Nederbro about 5 S. miles N E of Upsala.

Steamers to Stockholm every week.

Wenersborg.—Situated on the S. W. extremity of Lake Wenern, passed by the steamers from Gœtheborg, contains an uninteresting Church The place has a busy aspect, but there are few streets and little scenery.

Westeras.—A town on the north side of Lake Mælar. Distance to Stockholm about 13 S. miles.

Conveyances.—Steamers to Stockholm, Kœping, Arbœga, and Orebro.

FINLAND.

The traveller from Stockholm to St. Petersburg has the advantage of seeing something of Finland. When he pays his fare, his Foreign Office Passport is taken from him, he must first obtain the visé of the Russian consul in Stockholm, he has to pay some 8s. or 9s. for a Russian one, and both are given up to him when near Cronstadt.

The sail is altogether a pleasant one, there are innumerable small granite islands covered with wood, and the sea has the appearance of a lake broken continually by land.

The boat first stops at

Abo (pronounced Obo) there is a long rest of 30 hours allowed here, meals have to be taken on shore, the "Society's House" on the quay is the best. Abo covers a large extent of ground, the houses of painted wood, are low, the streets wide, and at right angles; the view should be obtained from the heights or from the top of the observatory, it is very pretty, there is the river through the town, the various coloured buildings; to the left a glimpse of the Gulf of Finland, and almost all round the broken granite surface covered with wood.

Objects of Interest:—The Cathedral, an old brick building, contains a fine organ, chapels with good iron-work gates, frescoes illustrating Finnish history, fine interior. The observatory. Tea gardens, where a good band usually plays. The castle at the entrance of the river.

The steamer usually arrives at 8 p.m., and leaves at 8 a.m., the morning but one following; in the evening it reaches

Helsingfors.—The traveller will not fail to notice the intricacy of the channel off here, he passes close under the strong fortress of Sweaborg, gains a good view of the men-of-war, gunboats, and stores, and soon arrives at the quay.

Hotels.—*Society's house.*—Hotel du Nord:—Helsingfors is a handsome town on a granite foundation, much frequented as a watering-place in summer. The visitor will perhaps want to see the fortress, he will have to obtain permission from the Commandant.

Objects of Interest:—The Cathedral, a new building in the form of the Greek Cross, situated in the great square, blue dome with stars, handsome pillars, approached by a double flight of wide granite steps, inside is a fine altar piece by Neff. Ascend by all means to the outer gallery on top of the dome, there is a lovely view of water, rock, vegetation, and houses, in fact one of the most pleasing in northern Russia.

The two sides of the square on leaving the church are filled to the right, the University, and to the left, the Senate House.

Botanical gardens (free) and pleasant walks in the neighbourhood.

Museum in the University, good collection of Finnish minerals.

Esthonia (Revel).—The traveller will have a few hours only allowed here, the approach from the sea very pleasing, he had better take a droshky to the new part on the heights, where he can drive amongst the villas, and down to the shore, where he can obtain good bathing, or he may scamper through the town.

Objects of Interest:—The Cathedral, first built in 1329, but many times destroyed by lightning; good specimens of Gothic, contains some fine sculpture.

St. Nicholas' church, copy of the dance of death similar, or nearly so, to that at Lubeck, contains the body of a duke, some 150 years dead, in perfect preservation, he is buried in rich lace and velvet.

Revel is much frequented in summer as a watering place.

NORWAY.

In Norway the Railway is called Jernbane.

NORWAY is about 1100 miles in length, extending from the Naze, in lat. 57.30, to the North Cape, in lat. 71.10. Its breadth is very unequal, varying from 40 to 280 miles. It is naturally formed into two divisions, namely, Northern and Southern, the whole of the Northern and the Western half of the Southern is occupied by the great chain of mountains. The Eastern half of the Southern portion is undulated or hilly, covered with Forests and Lakes. Norway is not populous in proportion to its extent, owing to its mountainous character and northern position. This country, indeed, is occupied by the great mountain chain extending along the peninsula, of which it forms part. The branches of this chain enclose valleys of various forms, the bottoms of which are generally occupied by firths or lakes, bordered in the lower parts, in the Southern part of the country, with meadows and cornfields, which extend upwards as far as the first acclivities of the mountains, then, as the ground becomes steeper, the pine forests raise their tall heads among inaccessible cliffs, and above all are seen the peaks covered with snow, or enveloped in clouds.

The superficial area of Norway is about 122,460 English square miles. In climate it is less cold, but more moist and changeable, and generally less salubrious, than Sweden. Among the mountains the winter is long and severe. The weather is generally steady, being either good or bad for considerable periods. The summer is delightful, and very warm. The fisheries, particularly on the west coast, find employment and wealth for the natives, and supply the finest sailors for the Norwegian fleet. The principal fish are cod, herrings, salmon, and lobsters. The general exports are dried fish, timber, planks, cobalt, Prussian blue, copper, iron, and ice.

Norway was formerly governed by its own hereditary sovereigns. On the death of Haakon V. in 1319, without male issue, his grandson in the female line, Magnus Smek, united in his person the kingdoms of Sweden and Norway. Olaf V., son of the celebrated Margaret, united the kingdoms of Norway and Denmark. Margaret succeeded her son in 1380. On her demise, the country, with Denmark and Sweden descended to her nephew, Eric. Sweden was afterwards separated from Denmark by Gustaf Vasa. In 1814, Norway was ceded by the King of Denmark to Sweden; but the people, not approving of this cession, rose in arms to prevent the entrance of the Swedish troops. The allies, after the conclusion of the war with France, supported Sweden. After some resistance the Norwegians were compelled to yield; and a diet, assembled on the 20th October 1814, came to the resolution that Norway should be governed by the same King as Sweden, but as an independent state, preserving its constitution and laws, to which the King of Sweden assented.

The Steamer from Hamburg to Bergen touches at Christiansand (but does not wait the arrival of the Hull boat).

Money.—The Specie Dollar (paper or silver) containing 5 marks or orts of 24 sk. each, making 120 sk. The paper money comprises notes of 1 specie dollar (on white paper), 5 (blue), 10 (yellow), 50 (green), and 100 (red). The silver money comprises 1 sp. dollar; ½ ditto; 1 mark or 24 sk.; ½ mark, or 12 sk.; ¼ mark, or 8 sk. The small money consists of silver pieces of 4 and 2 sk., and copper coins of ½, 1, and 2 sk. One skilling is equal to about ½d. English; 1 mark = 10¾d.; and one specie dollar = about 4s. 6d. Exchange:—For £1 sterling from 4 dollars 40 sk. to 4 dollars 80 sk. The Swedish paper is not generally taken in Norway. They, however, usually take it at the hotels; and we understand that Messrs. Dybwad & Son, merchants in Oster Gade, will change it. The Norwegian sp. dollar is equal to about 4 Swedish Riksdollars-Riksgeld.

Weights.—16 skaalpund = 1 lispund; 20 lispund (or 320 skaalpund) = 1 skippund. Butter, meat, and most of the products of the country are sold by the following weights:—2 mark = 1 skaalpund; 12 skaalpund = 1 bismerpund; 3 bismerpund = 1 vog.

Measure.—30 inches equal to 31 English. The most common measure is the Alen:—12 inches = 1 foot; 2 feet = 1 alen.

Posting in Norway.—The charge is 24 sk. spec. per Norwegian mile per horse at the country stations, and at the fast stations 36 sk. spec.; and 48 sk. from towns. It is usual to give the boy who accompanies the carriol 4 sk. per mile for 1 horse; but should he have the care of more than one horse, 3 sk. per mile for each horse.

The Norwegian mile is nearly equal to 7 English miles.

Passports are not usually asked for until leaving the country. For further information, see page 5.

Luggage.—The luggage of a traveller is very slightly examined in this country.

Language.—The language spoken is Norse, which is the same as Danish.

English Vice-Consuls are to be found in all the principal towns in Norway—Christiania, Bergen, Trondhjem, Christiansand, Stavanger, &c. Good maps may be procured at Christiania, and we would recommend the traveller to purchase one, as he will find it very useful in journeying through this country.

We recommend all Travellers to purchase a "Reiseroute," which is printed and sold by J. Chr. Abelsted, in the Toldbod Gaden, in Christiania, annually, price 24 sk. equal to 16½d. It contains all the posting and boating stations on all the highways, their distances and charge for posting, (regulated by law.) It takes little room, being only a few pages.

Fishing.—This country is very much visited by anglers for the salmon fishing. In the north, the Tana, the Alten, and the Namsen. The Rauma near Molde, and the Topdals rivers in the South, are among the most famous; there are also many others well known, some slightly, and numbers still untried, in one or two rivers, as much as two or three thousands of pounds weight have been taken in a season with the fly, by a single rod. But, except to those who come very early, settling themselves in the best places, and who know the country well, the known good rivers will be found occupied, (some few are let) and many may be tried without success, and probably the season will be spent taking only two or three fish. Excellent trout fishing is to be met with in almost all parts.—The Lake fishing is also very good.

Waterfalls.—Voring Fos, about 100 English miles south-east to Bergen, a large body of water falling in one mass 900 feet, generally considered the first fall in Norway. A steamer goes once a fortnight from Bergen to within a day's journey by row-boat, and on foot or horseback.

Rjukandfos, about 100 miles from Christiania, due west, two-thirds post, and one-third boat and pony-back; 650 feet high, a very large body of water falling in two parts, by some considered as fine as the Voring Fos. There are numbers of other very fine falls.

Bergen.—Hotel Scandinavia, the only one of any consequence; and a good lodging-house kept by Madam Sontum.

A city and seaport of Norway, situated at the head of a deep bay on the west coast, 306 miles North-West of Christiania. It is a well-built town; almost all the houses are built of wood and neatly painted, and, when viewed from the sea, have a picturesque appearance; all the churches and some few of the houses are built of stone. It contains a cathedral which is a fine old building, and six other churches, a castle, or rather fort, three hospitals, a prison, a correction-house, six establishments for the poor, a good national museum, five public libraries, a naval academy, a college, and various schools. It has manufactories of tobacco and porcelain, many distilleries, and some extensive rope-works. The fishery is, however, the principal business. The city is protected by several forts, with a garrison of 300 men. The harbour is safe and commodious, with deep water; but, owing to the rocks, is difficult of access. Population about 25,000. It carries on a trade in skins, tar, and dried fish. Steamer from Bergen up the Hardanger fiord; also up the Sogne to Leirdalsören, and to Hamburg and Drontheim.

Christiania.—Hotel Du Nord, Hotel Scandinavia, Hotel Victoria, Hotel d'Angleterre, Hotel Copenhague.

The capital of Norway covers a considerable extent of land, and possesses a population of nearly 42,000. It is situated at the extremity of a fertile valley, forming a semicircular bend along the shore of the Bay of Bjornoigen, which forms the northern extremity of the Gulf of Christiania. It is divided into the city, the suburbs of Vaterland, Pepervigen, and Fierdingen, the fortress of Agershuus, and the old town of Oslo. The city was rebuilt in its present situation by Christian IV., after a plan designed by himself. The streets, which are forty feet broad, run at right angles to each other. The Castle of Agershuus is built on a rocky eminence on the west side of the bay, at a short distance from the city. Oslo was the site of the old city, burnt in 1624; it contains the episcopal palace. The royal palace is the principal building, and was erected at a cost of £300,000. The houses are built of brick with but few exceptions, and the quarter inhabited by the higher classes is laid out regularly with spacious and handsome streets. Christiania is the seat of the government department, of the higher court of law, of the uni-

versity, and the seminaries of high character; the principal of which is the military academy, or cadet institution, which contains an excellent library, a collection of models of mines, bridges, &c., and of all sorts of minerals. It contains 84 pupils, divided into four classes, who enter the army after having studied for four years, and passed a very rigid examination. The city carries on a considerable foreign trade, and contains a large proportion of the educated and refined classes, and of people of literary tastes. The University is a handsome new building, in which is the Musem of National History and of Northern Antiquities, and a library of 130,000 volumes. Christiania possesses an excellent harbour, and its principal exports are iron, deals, and oil cake. It is at the head of the Fjord, seventy-seven miles from the open sea Oscarshald, a chateau belonging to the King, about 3½ English miles by land, and about 1½ by water, deserves a visit.

The Post Office is in the Torvet (Market Place). The English Consul's, and the offices of the Hull Steamer, are at the Bruun's Gaard, in Store Strand Gade.

The Norwegian Trunk Railway begins at Christiania and ends at Lake Mjösen, which extends toward the North West with a length of 77 English miles, in a straight line through some of the most fertile and beautiful tracts of the country up to the town of Lillehammer, in Gudbraudsdalen, a mountain valley which is rich in interesting scenes of nature, and through which goes the main road to the most northern regions of Norway.

Steamers run on the Mjösen Lake during the Summer, and their routes are in immediate connexion with the Railway Trains. An extremely interesting and agreeable journey of 133 English miles can thus be made in one day. The passage for the whole distance up the lake is 136 skillings 1st class; and 92 skillings, second class.

Distance from Hull about 540 miles.

Christiansand.—A seaport of Norway and a considerable trading town, capital of a province of the same name, which is famous for iron mines. It is situated 37 miles E.N.E. of the Naze, with a fine fortified harbour, and a quarantine station, and 14210 miles from Christiania. It contains a college, a library, and a museum. The population is about 9500.

Christiansund.—In the district of Romsdal, built on 3 islands, with a commodious harbour and wharf. The chief trade is in timber. It is 36 miles from Drontheim. The fisheries flourish here, and there is also an agricultural society. Population 4300.

Distance from Hull about 420 miles.

Drontheim.—(Throndhjem.)

HOTEL:—Hotel du Nord.

There are plenty of good lodging houses.

Formerly the residence of the Norwegian kings, is situated on the shore of a vast fiord. The town is built wholly of wood, and has been seven times burnt to the ground. It contains a fine old cathedral, part burnt down in 1719, which had been for centuries a noted place of pilgrimage. The Bank of Norway. There is also a college, a royal academy of sciences, a cabinet of natural history, a good public library, a seminary for the instruction of the Laps, and other institutions. Population 16,000. The environs are very beautiful, including the falls of the valley of Sordal, about 3 miles south of the town. There is good salmon fishing in the neighbourhood.

Frederikstad.—Situated at the entrance to the Christiania Fiord. Excursions can be made to visit the falls of the Glommen, (Sarpfoss) about a Norwegian mile distant. Christiania can be reached in 9 hours.

CONVEYANCES.—Steamers to Frederikshald, Moss, Drobak, and Christiania.

Kongsvinger.—Lies 7½ S. miles N.E. of Christiania, 3½ S. miles from Morast, on the Swedish frontier, and about 50 S. miles from Stockholm.

Leirdalsoeren.—At the east end of the Sögne Fiord. Distance to Bergen 17½ and to Christiania 26½ S. miles.

Lillehammer.—A town at the north end of Lake Mjosen, on the high road to Throndhjem. Distance to Minde, 9 S. miles; to Throndhjem, 33½ S. miles; to Christiania, about 15½ miles.

Minde.—At the south end of Lake Mjœsen.

Molde.—On the N. W. coast. Some of the finest scenery in Norway is to be found on the routes to and from this town. Distance to Christiania, about 44 Nor. miles; to Christiansund, 5½ Nor. miles; and to Aalesund, 6½ Nor. miles.

CONVEYANCES.—Steamers to Bergen, Christiansand and Hammerfest.

Stavanger.—Situated on the West Coast. Distance to Bergen, 18½ Nor. miles; to Christiania, by Flekkefiord, Christiansand, Porsgrund, Horten and Drammen, 58½ Nor. miles.

CONVEYANCES.—Steamers to Bergen, Flekkefiord, Christiansand, Christiania and Hamburg

DENMARK.

DENMARK is almost an uniformly level country. The kingdom is divided into two great divisions—the continental and the insular. The former consists of a long narrow peninsula, projected from Germany; and the latter of a number of islands, placed between that peninsula and the kingdom of Sweden. The productive industry of Denmark is chiefly confined to agricultural produce.

The aspect of the Continental part is flat and undiversified, containing neither mountains nor rivers of any magnitude. The Kiel is the only canal of importance, it admits vessels of 120 tons burthen, and extends from the Baltic to the Eyder at Rendsburg, where the river becomes navigable, thus opening up a communication between the two seas, or through 105 miles of territory. This canal was commenced in 1777, and completed at an expense of £800 000. The lands are in general excellently cultivated, and rich in pasturage. The monarchy of Denmark is the oldest in Europe. Its regal subsistance stands contemporaneously with the proudest epoch of the Roman Empire; and the advancement of the people in discipline and arms in the 10th century can be learned from the fact of their descent on England, and the complete subjugation of the country by them in the early part of the following century. In 1397, Norway by inheritance and Sweden by conquest, became united to Denmark, under Queen Margaret, denominated the "Semiramis of the North," on account of her heroism.

Money —Silver—Specie Dollar worth about 4s. 6d. English—also half Dol. 1 Mark is 16 Rigsbank Skil. or 5 Sch. Courant, or 6 Holstein Sch.; and in English money about 4¼d.; 2 Marks, equal to 13 Hamburg Sch.; 6 Marks make 1 Rigsbank Dollar, about 2s. 3d.; 2 Rigsbank Dollars make 1 Dol. Spec. or 4s. 6d. English. Paper money is principally in use, the lowest note being 1 Rigsbank Dollar.

Altona.—*Stat.*—After Copenhagen, the largest city of Denmark, containing about 30,000 inhabitants. It is seated on the north bank of the river Elbe, contiguous to Hamburg, which it was intended to rival. It is built on the side of a hill, which gives it the appearance of an amphitheatre, when viewed from the side of the river. The commerce of Altona, both inland and foreign, is considerable. It is connected by railway with Kiel, on the Baltic.

Conveyances.—Railway from Hamburg to Berlin and Kiel.

Assens.—A town in Funen, on the sea coast. A constant communication is maintained between this and the Schleswig coast across the Lille (Little) Belt. See Nyborg and Odensee.

Copenhagen.—Hotels:—Royal, the best; Hotel Phœnix. Hotel d'Angleterre.

This city is situated on the East coast of Zealand, where the small isle of Arnack forms a superb harbour. It is one of the finest cities of Europe, and laid out in regular, though narrow streets, and adorned with very fine buildings, viz., several palaces, churches, the hospitals, Town-house, Exchange, and mansions of the nobility. The royal library contains 400,000 volumes, and the university 112,000. A large collection of northern antiquities adorn the rooms of the palace. It has a population of about 130,000, and is defended by a citadel, said to be impregnable; and also by several strongly defended forts, mounted with 1680 cannon. In the vicinity are very many beautiful and picturesque sights.

The streets are well paved. The Exchange is a beautiful Gothic building, built of brick, and stone quoins, after a design by Inigo Jones. It is surmounted by a singular spire, representing in its formation four dragons, with their twisted tails tapering upwards, after the fashion of a corkscrew, with their heads turned to the four points of the compass, and it has recently undergone thorough repair; the colouring in the large room is very chaste. The church of the Trinity has a very fine tower 200 feet high, and on its top there is an observatory. The Saviour's Church has a very curious winding staircase, and is surmounted with a tower 288 feet high. The church of the Holy Ghost, and Notre Dame, are very fine buildings. The interior of the latter will be found well worth a visit. In it are beautifully wrought marble statues of the twelve Apostles, Christ, and a kneeling Angel. They were executed by Thorwaldsen, and are supported by pedestals in full view. The prospects from any of these churches is magnificent in the extreme. Stretching out in chastely delineated symmetry before us is the city and harbour, surrounded by their bastions and windmills, the citadel, line-of-battle ships, frigates and corvettes, dockyards, arsenals, warehouses, palaces, parks, gardens, plantations, squares, streets, canals, and market-places; whilst the general population is industriously engaged with horses and vehicles in

the ordinary avocations of a commercial life. A long wide plain, interspersed with forests and lakes, is seen to the Westward; whilst towards the East appears the blue sea, covered with craft of all description, with the coast of Sweden in the background.

A great many bathing places are to be found at Copenhagen, and the water of the Baltic is half salt and half fresh. We also find numerous theatres there, which are open every night, not even excepting Sunday. The Tivoli Gardens, outside the Western Gate, and the Alhambra Gardens, are among the chief objects of attraction. These are the nightly resort of a numerous portion of the people. In it is a very tastefully arranged conservatory, and an excellent band is in attendance and performs several delightful pieces of music. A small Comic Theatre, a Bowling Alley, Menagerie, a Museum of Curiosities, and numerous Cafés are to be found in the gardens.

The city itself is enterged by four arched gateways, having drawbridges across the moat guarded by soldiers. A toll is demanded for horses and vehicles entering the city. Another object of attractive interest is the Royal Palace of Christiansborg, built of white stone, after the Italian style of architecture. The eye will be taken by the four colossal statues ornamenting its stupendous façade. Coloured silk damask and silver ornament its empanelled walls. The ball room should be particularly noticed; its walls and arched ceiling representing a pure white marble and gold. A colonnade is formed by the Corinthian columns on either side; chandeliers, with cut glass pendants and spangles, suspended from the ceiling and adorning it; the whole being reflected by the plate glass at either side. The floors are of oak, maple, and ebony, diamonded. The stables should also be visited: they contain stalls for 200 horses.

Near the Palace is the Maleri Samling (Picture Gallery) open from 11 till 3; and Thorwaldsen's Museum, open three times a week from 11 till 2, which is well worth a special notice, and the visitor will be able to spend hours in contemplating the beauty of the sculptors' work. The Museum itself is a hollow square, the outer walls are coloured in yellow ochre, with the reception of the sculptor and his works from Rome depicted on them It contains an Immense and beautiful collection of works, all being the creation of one man, who is thus spoken of in a work, entitled, *A Trip to Denmark*.

"Albert Thorwaldsen, the son of a poor ship-carpenter from Iceland, was born in Copenhagen 1770. His genius, at an early age, impelled him to Rome, where he arrived almost penniless; but, having soon afterwards obtained employment in Canova's studio, his talent very quickly developed itself in the beauty and genius of his designs. Ultimately, he took a studio of his own, and modelled his famed statue of "Jason," but, as he obtained no order for it, he, in despair, determined to quit Rome, and return to Denmark. All his arrangements were made for that purpose, when Mr. Hope, of London, seeing the cast of "Jason," was so much struck with its beauty, that he immediately ordered it in marble.

"This turned the tide of Thorwaldsen's fortu from that time his fame was established, and co missions poured in upon him. He then fixed residence in Rome, making occasional visits Denmark, and finally settled in Copenhagen in year 1838.

"With an ample fortune, elected President of t Academy of Arts, a suite of apartments allotted him in the Palace of Charlottenborg, decorat with the highest orders of merit of his own count and others, and almost adored by every person wh know him, he now devoted himself to the duties his honourable office.

"Having intimated his intention of presentin the casts of all his works, as well as several of h statues in marble, to his native town, a magnifice museum was erected for their reception by publ sub-cription."

Thorwaldsen is buried in the yard in the mid of his works, a simple grave, with flowers ev freshly growing, is the beautiful monument i memory of him.

English Church Service is held in a room nea the Museum.

The visiter should ascertain immediately on hi arrival the days and hours the various exhibition are open. It is said of Copenhagen, that "there are too many things to see and too few to se them," so the visiter will perhaps find that th Scandinavian Museum which he so much wished t see will not be open again during the next fou days. At present the Scandinavian Museum an the Thorwaldsen collection are open twice a week The woods at Charlottenlund are very fine. Open carriages start frequently on Saturday and Sunday afternoons from near the citadel, fare according to the number of passengers. A trip should be made to Elsinœur (by steamer).

Flensburg.—The seat of Government, and chief town of the duchy of Schleswig; most beautifully situated on an arm of the Baltic, with fine deep harbour.—18,500 inhabitants. Considerable trade with the Baltic, Sweden, England, and West Indies.—19 oil mills, 2 corn mills, breweries, distilleries, sugar-refineries, iron-foundries, rope-works, &c., &c., and, especially since the introduction of English capital in the shape of railway, steam-ships, and gas-works, has become a place of great life, and a resort of travellers from all parts.

The diligence, with mails for Copenhagen and Jutland, leaves Flensburg every afternoon at 3.30, arriving in Flensburg every morning at 6. The diligence southwards to Rendsburg, &c., has been discontinued since the opening of the railway.

British Vice-Consul—Edward Bird; Prussian Consul—C. P. A. Koch.

Rasch's Hotel, excellent and much frequented by English.

Stadt Hamburg, a very well-conducted commercial house.

Helsingoer.—(English—Elsinore.)—INN:—

The Oresund.

Population 7000. A town and large fortress in Sjælland, situated on the Sound opposite to Helsingborg on the Swedish Coast. This is the narrowest part of the Sound, it being only about 5 English miles across, and a ferry-boat crosses daily. It is famous as being the scene of the Tragedy of Hamlet. The fortress of Cronborg lies to the north of the town, and commands the entrance to the Sound. In the pleasure grounds of Marlenyst, the grave and garden of Hamlet are pointed out. These grounds command a fine view of the Sound and the coast of Sweden. Helsingoer is 6 Danish miles from Copenhagen, whence there is frequent communication by Steamers. The vessels also to and from Gotheborg and Copenhagen and and take in passengers here.

Husum.—A well-built town, the centre of a very extensive cattle-feeding and agricultural district. About 5000 inhabitants.

Railway trains three times a day to Rendsburg, Flensburg, and Tonning.

Kiel.—*Stat.*—An important city on the Baltic, in the duchy of Holstein. Its university was established in 1665, by Christian Albert, after whom it is named, and contains a library of 100,000 volumes, an observatory, and a museum of natural history. Kiel also contains a seminary for teachers, and other valuable institutions.

Passengers to Copenhagen (from Hamburgh) take the boat here for Korsoer, and then by rail to Copenhagen. If the luggage has not been examined at the Altona station, it undergoes that process at Kiel.

Travellers having a few hours to spare, will enjoy the ride to Belle Vue some three miles down the Baltic coast; the road is through an avenue of noble trees, or through a wood: dinner can be obtained at the hotel at Belle Vue, and at the bottom of the hotel grounds, the traveller may enjoy the luxury of a swim in the Baltic.

CONVEYANCES.—For Railway, see Table pages. Steamers to Copenhagen, Stockholm, and St. Petersburg.

Kolding.—In the province of North Jutland. The ruins of the castle or worth visiting. Kolding lies on the road to Christiansfeldt and Hadersleben on the one hand, and Middelfart and Odensee on the other.

Korsoer or **Corsoer.**—A comfortable Hotel the Railway Station close to the quay. A seaport in Sjælland, on the Great Belt

Moen.—The island of, called the Switzerland of Denmark. Population of the island about 12,000. It can be reached from Wordingborg in Zealand or Sieland. The steamers from Copenhagen to Kiel call at Wordingborg, and at the islands of Moen and Falster.

Nyborg.—A sea-port on the east coast of the island of Funen, on the Great Belt.

CONVEYANCES.—Conveyances to Odensee and thence to Middelfart or Assens, on the Little Belt. Ferry across the Great Belt to Korsoer, Railway thence to Roeskilde and Copenhagen.

Nyekioping.—A pretty little town in the Island of Falster. The Island of Moen can be visited from hence, *via* Grönsund, in Falster, and thence by ferry.

Odense.—A town in the island of Funen, containing a lyceum, two libraries and about 7000 inhabitants.

CONVEYANCES to Assens, Middelfart and Nyborg.

Rendsburg.—A fortified town of great importance during the late war, situated on the Eider river, which forms the boundary between the duchies of Schleswig and Holstein. About 12,000 inhabitants. Railway trains twice a day to Kiel and to Hamburg, and three times a day to Tonning, Husum, and Flensburg.

Bergmann's Hotel, Stadt Hamburg and Lubeck, comfortable and good.

Roeskilde.—A town in Sjælland, the ancient capital of Denmark, 20 miles W. by S. of Copenhagen a small town with only 1300 inhabitants containing a gothic cathedral, an excellent library, and the tombs of the royal family.

CONVEYANCES.—Railway to Copenhagen.

Schlessing, the capital of South Jutland.

Svendborg.—A little town in the island of Funen, well worthy of a visit. From this place the traveller can ferry over to the island of Thorseng, about ¼ an English mile.

Toenning.—4000 Inhabitants.—The port whence almost all cattle are shipped from Denmark to England. The export of horned beasts has, during the last few years, amounted to about 20,000 head per annum by the steam-ships of the "General Steam Navigation" company. This is likely to become an important place, on account of the new route to Copenhagen, opened by this company.

Railway trains three times a day to Husum Flensburg, and Rendsburg; and Steamers from Flensburg to Copenhagen in correspondence.

CONVEYANCES.—Steamers, see Alphabetical list way to Flenburg.

Jensen's Hotel, very comfortable, good wines moderate charges.

TURKEY.

Ther are several routes from London to Constantinople which offer peculiar attractions to the general traveller, particularly that *via* Cologne, and thence to the Danube, the Black Sea, and the Bosphorus.

The routes *via* Vienna and Trieste, and thence by the Austrian Lloyd's Steamers to Constantinople; or by the Rhine, Switzerland, Italy, and Malta are very pleasant; but too fatiguing and circuitous. The route for travellers with much luggage is of course by the Steam-ships of the Oriental Company, from Southampton direct to Constantinople; but the mere amateur tourist will find the Paris and Marseilles route by far the most direct, agreeable, and cheapest.

Those that would go by the quickest route—now that the line of railway from Paris to Marseilles is complete—should therefore go through France, and time their arrival at Marseilles so as to catch one of the direct steamers plying between that port and Constantinople. Those steamers leave Marseilles twice a week, and make the passage in about eight days; so that a man need not be longer than ten days on the road.

The various routes from London to Paris being fully specified elsewhere, we have only to add that the journey from Paris to Marseilles is now performed by Railway the whole distance. The journey from London to Marseilles (890 miles) can now be accomplished in 44 hours, allowing 10 hours' stay in Paris, or in 42 hours, with 3 hours' stay in Paris, as shown in the following table:—

STATIONS.		VIA DOVER AND CALAIS. No. 1 Train and Boat.	No. 2 Train and Boat.	No. 3 Train and Boat.	Tidal Train, via Boulogne. For times by this Train, which are variable, see p. 106.	Fares, First Class only, available 15 days from date of issue.
London	dep.	8.10 a.m.	1.30 p.m.	8.30 p.m.	Morning.	...
Paris	arr.	10.20 p.m.	5.30 a.m.	9.50 a.m.	Evening.	...
		Stay the night.	Stay 5½ hrs.	Stay 10 hrs.	Stay the night.	
	dep.	10.45 a.m.	10.45 a.m.	8. 5 p.m.	10.45 a.m.	...
Lyons	arr.	9.15 p.m.	9.15 p.m.	6.25 a.m.	9.15 p.m.	...
					Stay 1 h. 45 m.	
	dep.	11. 0 p.m.	11. 0 p.m.	6.30 a.m.	11. 0 p.m.	...
Marseilles	arr.	7. 5 a.m.	7. 5 a.m.	4.30 p.m.	7. 5 a.m.	£6 16 0

Passengers may stop at Dover and Calais (or Folkestone and Boulogne), Paris and Lyons.

	First Class.	Second Class.
Fares by Through Tickets from London to Paris	£2 11 6	£1 17 6
,, Paris to Marseilles	3 16 6	2 17 6
,, Marseilles to Constantinople	16 16 0	11 0 0
Hotel Expenses	2 10 0	2 10 0
Living on board Steamers	3 0 0	2 0 0
Total from London to Constantinople	£28 13 0	£20 5 0

This is the lowest estimate and includes only absolute and indispensable expenses.

By way of Cologne, Magdeburg, Leipsic, Prague, Vienna, and Trieste, the expenses will be, first class, about £20, second class, about £13 10s.

There are two lines of steamers from Marseilles to Malta. One of these is a direct line; the other touches at Genoa, Civita Vecchia, Naples, and Messina; and both are so arranged as to correspond at Malta with the packet proceeding to Constantinople. The departures take place twice a week and are very regular.

From Malta the steamer steers a direct course towards the Morea, the old land of the Messenians, passes between the two capes or headlands of Matapan on the left, and Cerito on the right, thence on past Cape Matea or St Angelo, another bluff, mountainous cape on the left side. The steamer then bears somewhat towards the Greek coast, trending still towards the left-hand side, and passes in succession the ports and islands of classic Greece. If the weather be clear the traveller will find much amusement in noting the course of the steamer through these seas, until he gradually approaches the entrance of the far-famed shores of the Dardanelles.

With the exception of one or two stoppages at the entrance of the straits, there is very little to interest the tourist in the scenery through the Dardanelles. The shores are a succession of low hills, bare and monotonous, presenting no novelty to excite attention until the steamer reaches the now important town of Gallipoli, situated on the European side of the strait. A short distance beyond this the Dardanelles gradually enlarge until the steamer enters the Sea of Marmora, when the tourist will obtain his distant but first sight of Constantinople, or the Queen of the East, situated on a tongue of land running into the sea.

As the steamer dashes on apparently with increased speed at the sight of the Queen of the East, the white buildings and minarets glittering in the sun are seen more distinctly, until the traveller distinguishes the celebrated mosque of Santa Sophia, the Sultan's palace, the entrance to the Bosphorus, and then the steamer suddenly turns a jutting point of land called the Seraglio Point, and glides at half speed into the Golden Horn, or splendid harbour of Constantinople. At this moment, if the weather be fine and clear, the gorgeous panorama that opens to the view of the voyager is one of the most extraordinary it is possible to conceive or to describe. Accustomed as English travellers are to sea-views, the *coup d'œil* of the Golden Horn will elicit unqualified admiration. It is a bay or amphitheatre, surrounded by hills which are covered with buildings, domes, minarets, and fairy-palaces, down to the water's edge; those on the summits being interminglied with the foliage of cypress groves, and those on the shores appearing through the floating panorama of a thousand vessels in the harbour: ships, steamers, feluccas, and myriads of caiques, skimming in all directions. Added to which a clear blue sky, equally blue water, and a brilliant sun shining over the whole prospect, produces one of the most magnificent views in the world. The traveller, however, should take a protracted gaze at the enchanting scene, as this is unquestionably the fair side of the medal; for the instant he disembarks at Tophana quay, passes through dirty Galata, and ascends the steep unpaved street leading to Pera, the contrast will be as great as being transported from the Crystal Palace at Sydenham to the purlieus at Wapping. Hence we recommend him to take a long and lingering look at Constantinople from the sea before he lands.

Those who mean to confine their excursions to Stamboul and its vicinity, want no weapons; but those who mean to go inland had better provide themselves with some portable efficacious arms, such as the smaller size of Colt's or Deane's revolvers. There are too many bashi-bazouks about, to advise any one to leave the vicinity of Constantinople unarmed.

Travellers who wish to keep in good health should recollect that the climate in summer is changing from one extreme to another, and that the same day, even the same hour, may be intensely hot and cold. They should wear cotton shirts and flannel; their outer dress should be of light make and colour, as for India, but they should have some very warm and portable outer clothing, to provide against a sudden change of temperature. On coming here they should not adopt the Fez, which exposes novices to a *coup de soleil*, but they should wear white hats or caps, of such a make as to shelter the head and keep it cool. Those that would smoke cigars should bring them, for cigars here are as expensive as in London, and not near so good. It is the same with gloves, and other small luxuries. Goods of this class, sold in Pera, are bad and dear. It should be recollected that the climate of Constantinople, with its thin, pure, and exciting air, is salubrious, but also very dangerous, and that persons of a full habit, or those that are

intemperate, are liable to acute diseases of an alarming character. Catching cold very frequently leads to bronchitis and pneumonia; intemperance produces dysentery. Wine, water, milk, eggs, and fruit, if not actually noxious, are at least dangerous. The water should never be drunk pure, but mixed with wine or coffee, and those that would be in very good health should profit from the hint the Turks take from the climate, and drink as much black coffee as possible. But as Turkish coffee is too strong for English palates, it should be thinned with water. Cold water mixed with coffee is a delightful and salubrious beverage - at least in this country—and those alone can appreciate it who have vainly sought to quench that consuming thirst from which all strangers suffer in summer.

On arriving in the Bosphorus the stranger should charter a caique, but not one of the larger Maltese boats. The caiques are by far the safest boats, if one gets into them and ut of them with proper care; and the Maltese, anywhere but in Malta, are among the greatest scoundrels in the Levant. The stranger, if conscious of having no goods liable to duty (and it would be strange if he had), should refuse to be aken to the Custom-house, where he would be detained to no purpose. He should tell the kaikshi to take him to Tophana. His merely saying the word is quite enough. One man with one man's luggage should pay four piastres for his caique, two men should pay six. We make no mention of ladies, for they have no business here, and would only be miserable. The custom-house officer on the landing-stage at Tophana will help the stranger out of the caique, see that his luggage is taken out, and load it on the back of a hamal or porter. For this service the custom-house officer expects a backshish of three piastres, and should have it, but not until he has asked for it. The stranger should name the hotel he wishes to go to, and the hamal will conduct him. If more than one hamal seizes the luggage, they should be left to fight it out among themselves. If the luggage be really one man's luggage, the stranger will pay the same money to two or three which he would have paid to one, namely, five piastres, or, if he wishes to be very liberal, seven. To avoid useless disputes the landlord should be told to pay the money. But before the hamals are sent away it is necessary to have a preliminary settling with the landlord. In ordinary times, it is a general rule in the East to inquire the price of room, breakfast, and dinner, and it is equally a matter of course to offer one-third or even one-half of the sum demanded. But these are extraordinary times. The hotels, or rather the boarding-houses, which are called hotels, are full to overflowing, and for one guest who leaves the house, deterred by the prices, the landlord may have two or three next day, who will give any money for a bed and a place at the table d'hote. Therefore, as matters stand, though the price should be inquired for to check the landlord's extravagant fancy on the day of reckoning, but trifling abatements, if any, can be expected from the sum demanded, which is likely to be 12f. per day for room, breakfast, and dinner; but 12f. is cheap; 15f. is not an extraordinary demand, and in many instances 20f. per day have been demanded, and have been given. In any case the stranger should refuse to settle the price with the landlady if the husband be absent. He shoul rather wait for the return of the master of the house, for greedy and grasping as the Greeks are—most of the hotel keepers are either Greeks or Maltese—the women are far more greedy and grasping, and decide their bargains with an unblushing hardness which utterly confounds the wanderer from countries here "the cold in clime are cold in blood."

The stranger should not look for information from the landlord or the waiters of his hotel. They know nothing, and, generally speaking, are not even able to tell him in which direction to go to the British legation. But if they give him information nine times out of ten it will be found to be incorrect. very first thing which a man must learn in the streets of Pera is to depend entirely upon himself, to follow his own judgment in everything, and to prefer acting upon his own crude impressions to acting upon the advice which, by dint of perseverance, he can worm out of the inhabitants of the place. Above all, let him at once understand that almost all the persons who surround him are nearly quite as much strangers in Pera as he himself, for though they may have lived here for years, they do not know or understand anything, because they can see no reason why they should. We often object to the Turks that they have treated this country as if they merely camped in it. The same may be said of the Christians

and Franks of Pera; they take no interest in the place and its ways, and though they pass their lives here, they treat the town as an encampment; a sort of halting-place on a vagabondising tour.

Though in the first instance it is necessary to go to an hotel, a prudent stranger will not remain there, but look out for some furnished lodgings. The only way to find them is to walk through the principal streets, and inquire in the various shops, for bills in the windows announcing the fact that furnished lodgings are to let, are almost unknown. The few houses where such notices are displayed are always full. The people of Pera may be said to detest advertising; the majority of their shops have not even the name of the firm written up. But all the shops that display a proprietor's name are driving a roaring trade. We could name a general dealer at Galata who has made a fortune simply because his name is on the door of his shop. If, by dint of asking questions, the stranger has found a house with rooms to let, he will have to combat two propositions, which are invariably made. Not content with letting the room, the people will propose giving him breakfast and dinner also. He may accept the breakfast, but he should decline the dinner, for, in most cases, he will have to eat it alone, in the worst room of the house, served on a dirty tablecloth, by a grumbling servant, while the children of the house come in and look at the barbarian taking his meal. The reason why the people of Pera are so fond of making contracts for furnishing dinner is, that of six dinners but three are eaten. The stranger gets disgusted, and, falling in with friends and acquaintances, he naturally goes and dines at an hotel. He eats one dinner, and pays for two; and, since in the end he must dine at an hotel, he had better do so from the first. There are no *restaurants* where a man can dine *à la carte*. The prices for dinner in the hotels vary from 3*f.* to 5*f.* per day.

The next proposition which the stranger should resolutely decline, is to take the rooms by the month. Some trifling difference in the price is held out as a bait, but it should not be swallowed. If taken for a month, the landlord will also insist on prepayment, and every complaint of rudeness, filth, and neglect is after that met with the cool rejoinder, "Siete padrone," "You are perfectly at liberty to go if you don't like the house." But, if the stranger retains really the mastership of his own movements by not binding himself for more than a day, he will meet with a small degree of attention, and, strange to tell, in that case no one will ask him to pay in advance. Where the people refuse to let their lodgings by the day, there the stranger had better refuse to live, for assuredly the proprietors calculate upon a month's rent for a fortnight's occupation. The price of lodgings varies according to the size of the room and house; two francs per day is very cheap, and francs per day very dear. Very good rooms, not too much infested with vermin, may be had for from four to six francs per day, and, if the bargain be well driven, the breakfast should be included in that sum. A room, when hired, should be taken possession of at once, for the landlords here do not scruple to let the same room twice in a day, and he who comes first occupies it, while the man who comes too late is in a very awkward position, especially if he has given up his room in the hotel. A slow or careless person may most unexpectedly find himself on the pavement, with his traps loaded on the shoulders of two hamals, whose language he does not understand, but whose impatient gestures ask as plainly as words can tell, "where, in the name of all that is absurd are we to go to?"

These hints will suffice to help a stranger over the difficulties of the first few days, and enable him, on settling down quietly, to live and learn the manners and customs of the Perote Franks.

Money.—The silver coin is as follows: Piastre (Ghrouch)—about 2d. English; ½ do. (Irmi-para)—1d. English; ¼ do. (Onlouk)—½d. English. The Gold is as follows:—Rubrah—6½d. English; Beschliah 5 piastres = 1s. 1½d.; 20 piastre-piece (old Ghazi)—about 4s.; 25 do.—4s. 2d.; 10 do.—2s.; 5 do.—1s. An English £1 is equal to from 150 to 160 piastres.

Brousa, or Prusa.—This city is brought into easy reach of all travellers to the East, by the establishment of a line of steamers from Stamboul, which make the trip in about 6 hours to Moudania, its port, where horses and arabas are always to be had, with which to arrive here the same evening. Brousa is as celebrated for the beauty of its position, at the *foot of* Mount Olympus, as it has always been famous for its hot sulphur and chalybeate baths, which are much *resorted* to by the natives and residents at Stamboul, but have not yet attracted sufficient attention in England. The invalid will here find three Hotels where every comfort may be had, and especially in that lately erected close to the baths, in a most picturesque locality, occupied by Mon. Michel, who was for five years chef de cuisine in one of the Peninsular and Oriental Company's Steamers from Suez. An English Physician, Dr. Cullen, is now resident here. Besides excursions up the mountain, there is much in the town of great interest in the study of Oriental life in all its freshness. The traveller should always bring sovereigns with him, as it is the coin most in repute, and generally commands a small premium.

Constantinople.—(*With Map in Special Edition.*)

HOTELS:

HOTEL DE L'EUROPE, an excellent house.

HOTEL D'ANGLETERRE, good, but dear.

The charge at the Hotel d'Angleterre is 17 francs per day, for board and lodging. The board consists of a good substantial breakfast and dinner, including wine. This is charged whether the traveller takes his meals at the Hotel or not.

The city of the Grand Seignior stands on the Western shore of the Thracian Bosphorus, and its situation is equally remarkable for beauty and security. A gently declining promontory, secured by narrow seas, at the East of Europe, stretches out to meet the continent of Asia, from which its extreme point is separated by so narrow a strait, that in a quarter of an hour a boat can row from one continent to the other. This channel, which is called the Bosphorus, running about twenty miles from the Black Sea, between the beautiful shores of Europe and Asia, looks like a stately river, until it sweeps by the angle of Constantinople, and enters the Sea of Marmora. But just before it is lost in that sea it makes a deep elbow to the right, flowing between the triangle of Constantinople Proper, and its suburbs o Galata and Pera, and forming the *port* which is called the Golden Horn.

Stamboul is built on seven hills, which appear to rise above one another in beautiful succession. The ridge of the first hill is occupied by the Seraglio, behind which, a little on the reverse of the hill, the dome of Santa Sophia can be seen. The second hill is crowned by the mosque of Osmanich, whose dome is strikingly bold and lofty. The still grander mosque of Soliman the Magnificent towers on the third hill; whilst an ancient aqueduct, whose bold arches have the happiest effect, unites the summits of the third and fourth hills. All these, intermingled with houses painted of different colours, the gilded domes, and the elegant and slender minarets crowned by the shining Crescent, impress the beholder with a high idea of the magnificence and splendour of Constantinople. Its situation upon these hills is not only the cause of its beauty but of its salubrity, as it catches all the pleasant breezes from the Bosphorus, the Marmora, and adjoining plains of Thrace. It occupies the whole of a triangle, whose outline is fringed by old walls flanked by towers. Those on the side of the Sea of Marmora, and in some parts of the Golden Horn, have entirely disappeared. But on the land side there is a treble line of formidable ancient walls, which might easily be repaired. The interior of the city, however, but ill corresponds with the beautiful *coup d'œil* which it presents at a distance. "*There is no city that promiseth so much and so deceiveth the expectation.*" It consists of an assemblage of dark and narrow streets, without names, badly paved, and choked up with dust or mud. Disembarking in one of the numerous caiques, the traveller will land at Galata quay, and a dragoman or interpreter will conduct him through this miserable thoroughfare to an hotel at Pera, the district appropriated to Europeans.

Galata lies on the water-side, and is chiefly inhabited by merchants of all nations, who are confounded under the general name of Franks. They prefer it to Constantinople on account of its vicinity to the harbour. It resembles the very worst part

of Wapping and other sea-faring purlieus on the banks of our own capital. The steep and dirty unpaved street up the hill leads to

Pera, which is situated immediately above Galata, and stretches for more than two miles along the summit of a lofty hill. Pera has long been appropriated for the residence of the corps diplomatiques from the different nations of Europe, who have each of them a palace here. It is also the residence of the most wealthy merchants, who, however, have not done much to render it a habitable place.

After a night's rest the traveller will be prepared to start on a visit to the principal places of attraction in the city and its environs. The first thing will be to hire a valet-de-place, interpreter, or dragoman, as they are called; the expense of one is 6 francs per day. In the next place it is proper to mention that the great mosques, the seraglio, and other public edifices, can only be seen by means of a permission or firman, granted by the Sultan or Pacha, the price of which is £5 10s., so that travellers generally subscribe together and make up a party so as to reduce he expense. As the seraglio, the principal mosques and bazaars, are situated in the city of Constantinople, the traveller must descend the hill from Pera to Galata, and thence over the bridge of boats across the Golden Horn to Stamboul. The scene on this bridge defies description, from the strange combination of magnificent views with the extraordinary oriental crowd passing over the bridge jumbled together, and forming a wondrous kaleidoscope, as bewildering as it is novel and attractive.

Seraglio.—On the eastern promontory stands the palace and gardens of the Seraglio, which cover one of the seven hills. The imperial palace is enclosed with lofty walls, and the whole space is covered with suites of apartments, mosques, baths, gardens, and cypress groves. So many glittering domes, rearing their lofty heads above the verdant foliage and painted terraces, produce at a distance a very beautiful effect, which, however, is entirely lost upon a nearer inspection, for they are huddled together without symmetry or order. The principal entrance is on the west, through the Babahoomajan, or Sublime Porte, which is built of marble, and has a very heavy appearance. Within is the first court, which contains the Mint and the Vizier's divan; opposite is the Baba Salem, or gate of Health, which leads to the second court, where is the Audience chamber, in which Foreign Ambassadors were received by the Sultan in person. In this chamber is the Throne, which resembles a large four-post bed. The gate which terminates the second court is called Baba-Saadi, or the gate of Happiness, through which no stranger is allowed to pass. The furniture of the Palace consists chiefly of the sofas spread round the room, the carpets, and the mirrors. The walls are wainscotted with jaspar, veneered ivory, and mother-of-pearl, and the hangings are of silk and cloth of gold, with fringes strung with pearls and inferior jewels.

The Mosques.—There are fourteen imperial mosques; sixty ordinary mosques, varying in size and beauty; and two hundred and more inferior mosques and messdgrds; which latter are only distinguished as being places of worship, by having little minarets or towers contiguous to them. Of the mosques, the first place, both for magnificence and elegance of architecture, is due to the church of Santa Sophia, situated near the principal gate of the Seraglio. It was built by Constantine. Among the numerous pillars which adorn this mosque, are six of green jaspar, which once supported the roof of the Temple of Diana at Ephesus; and eight of porphyry, that had been placed by Aurelian in the Temple of the Sun at Rome, but were removed hither by Constantine. The visiter should ascend the stairs and go up to the gallery, whence the view is exceedingly fine. The immense size of the building—the stupendous concave of the dome—the magnificence of the columns and varieties of marbles—the singular manner in which it is illuminated with globes of crystal and lamps of coloured glass, and ornamented with ostrich eggs, &c., produce a striking effect. On looking down, and observing the number of believers at prayers, kneeling in rows across the body of the mosque, with their faces towards Mecca, who are constantly bending up and down, touching the ground with their foreheads, and springing up again on their heels, the impression is by no means favourable to a European's gravity, however grave may be the effect on the Mussulman. The most handsome mosques, after Santa Sophia, are, that of Mehomet II, which crowns one of the Seven hills, and stands upon the site of the celebrated church of the Apostles; that of Achmet

I, constructed 610, at an enormous expense, and has six minarets of great height and beauty; that of Bajazet, in which are twenty columns of remarkable size and value; viz. ten of verd-antique, four of jasper, and six of Egyptian granite; that of Solyman II, which is esteemed of superior symmetry and elegance. The mosque of Laloli, or the Tulip, is small, but very elegant, and was built by Sultan Mahmoud in 1753. It is wainscotted with veneered marble, and has two large embroidered tablets on which are represented the cities of Mecca and Medina. Every mosque has, in general, a large area in front, surrounded by a lofty colonnade of marble, with gates of wrought brass, and in the centre a fountain of polished marble. Adjoining to each is the sepulchral chapel of its founder, where his remains are deposited. Some of these tombs where the sultans, viziers, and great personages repose, are exceedingly pretty. In looking through the grated windows of these, the coffins, surmounted by shawls and turbans, and slightly elevated from the floor, with little lamps continually burning, and immense wax torches lighted on particular occasions, strike the eye with peculiar effect. The tomb of Sultan Mahmoud is a beautiful building, entirely composed of white marble, and only recently erected. The room is like a large saloon, well fitted up and carpeted; in the middle of the coffin or catafalque, surrounded by railings of mother-of-pearl, and covered with red velvet richly embroidered in gold. Four magnificent cashmeres are laid on the coffin, and generally there are crowds of women there at their prayers, with their yachmacs lightly folded, and only their eyes visible. A number of Turks in various costumes are also to be seen at prayers on their carpets. This is the most handsome tomb in Stamboul.

The Minarets form one of the most pleasing and striking features in the architecture of Constantinople. Nothing, indeed, can surpass the effect produced on the nights of illumination at the Turkish capital, when long strings of lamps are hung in festoons from one to the other of these slender lofty towers. Near the summit of these minarets there is a little gallery, from which, at the five appointed seasons in the four-and-twenty hours, the Muezzin calls the Mahometans to prayer. Some of the grand mosques have two, others four, and one has even six of these minarets.

Fountains.—After the mosques, the public fountains are among the chief ornaments of this remarkable city. Some of these, indeed, with their marble fronts, elaborate arabesque ornaments, and Chinese-like roofs, are most beautiful objects. Their number is extraordinary. They meet you whichever way you direct your walk; they stand by every mosque—for before a Turk prostrates himself in prayer he must perform his ablutions. The water required to supply these fountains is immense, and is brought from artificial lakes near the forest of Belgrade, about twelve miles from the city. It is conveyed by means of subterranean aqueducts, and souterazi, or hydraulic pyramids, which latter are placed at regular distances, and ingeniously contrived to overcome the inequalities of surface presented by the country.

Slave Markets.—There is now no regular slave market in Constantinople. The fair Circassians and Georgians reside in the houses of the merchant to whom they are regularly consigned by their friends, and of these it is impossible for a Frank to obtain a glimpse, for the usual privacy of the harem is granted to them. The chief depôt of the blacks is in a large court-yard attached to the mosque of Suleyman.

The Bazaars, where all the business of Constantinople is transacted, are very extensive and numerous, and essentially Oriental in appearance. They consist of lofty cloisters or corridors, built of stone, and lighted by domes, which are admirably adapted for the climate, and in summer afford a pleasant retreat. Every trade has its particular quarter; and each dealer has a small shop in front, with a room behind for his wares. In one street nothing is to be seen but arms of different kinds; another is filled with jewels, diamonds and precious stones; some are lined with India stuffs, cashmeres, with brocade of silver and gold, &c., while numbers of streets are occupied by shoe makers, furriers, pipe makers, cooks, or confectioners, each being confined to a distinct district. The different trades are also appropriated to different nations, and each has the proper custom of his respective country. The Armenians with their huge black caps; the Turks with their immense rolled turbans; the Persians with their high sheep-skin conical caps, and every other variety of head-dress. Then the passengers in every Oriental costume—Turks, Albanians, Egyptians, Circassians, merchants, scheiks, dervishes, slaves, and water-sellers, &c.—give such a

motley, yet picturesque appearance to these Bazaars, that they afford a constant source of amusement to the European. No spot in the world can boast of such an accumulation of valuable merchandise as the great Bazaars of Constantinople. They are perfect thorough-fares for horses, as well as for foot passengers. Not the least singular attraction are a number of Turkish women continually thronging these bazaars, in their ferijee, or folding mantles, peeping through their yachmac, or veil, at the sight of a European.

Dancing Dervishes.—The Dervishes generally perform twice a week, Tuesday and Friday, in a convent in Pera. There are about twenty performers, with high, round, felt caps, and brown mantles. At a given signal they all fall flat on their faces, and rise and walk slowly round and round with their arms folded, bowing and turning slowly several times. They then cast off their mantles and appear in a species of long, full, bell-shaped petticoats, and jackets; their feet bare, and one after the other begin to spin; revolving, dancing or turning, for fifteen minutes with extraordinary velocity. It is a ludicrous exhibition, and excites feelings of ridicule and contempt. Moreover, instead of the Dervishes having that pious and devout appearance the monks of La Trappe and other orders have—implying a certain degree of respect these religious dancers have a sly, cunning, repulsive look, peculiarly disgusting to Europeans, and in fact, they are in very bad repute among the Frank population of Constantinople.

A Han or Khan is a square surrounded by buildings with galleries all round, a tree or two in the middle, and a fountain or coffee-house in the corner. There are nearly two hundred of these places in Constantinople for the accommodation of merchants arriving by caravans. No charge is made for their use; but the rooms are entirely unfurnished, so that the occupier must bring his mattress, his little carpet, and such humble articles of cookery as he may require.

Excursion to the Bosphorus.—Every visiter from England will, no doubt, enjoy a sail up this celebrated strait, in one of the pretty little caiques, rowed by a couple of stout Turks. These men row very well and the trip is exceedingly pleasant. Or the excursion may be performed by the steamer. No voyager or artist has yet done justice to the beautiful scenery of the Bosphorus. The rounded outlines of the hills, the light rich green of the vegetation, the luxuriance of tree and flower and herbage, resemble the banks of Killarney or Windermere. For thirteen miles, the waters escaping from the Black Sea, now compressed by swelling hillocks to a breadth of little more than a mile, then expanding into sheets of four times that space across from shore to shore, gush along in a flood of dark blue, like the Rhone as it issues from the lake of Geneva, till they mingle with the sea of Marmora, passing in their course by a succession of wood and dale, ravine and hill side covered with the most profuse carpeting of leaf and blade while kiosk and pleasure grounds, bastions and loopholed curtains, gay gardens, villas, mosques, and noble mansions, stud the banks in unbroken lines, from the very foot of the forts which command the entrance up to the crowning glory of the scene, where the Imperial city of Constantine, rises in many coloured terraces from the verge of the golden horn. The hills strike abruptly upwards to a height varying from 200 to 600 feet, and are bounded at the foot by a line of quays, which run along the European side from Pera to Buyukdere, about five miles from the Black Sea almost uninterruptedly. These quays are very numerous on the Asiatic side also. The villages by the water side are so close together, that Pera may be said to extend from Tophana to the forts beyond Buyukdere. All along the water's edge there are a succession of villas and palaces, and small kiosks, which remind the traveller of an Italian lake—Como or Orta. There are several palaces belonging to the Sultan, situated on such eminences as one sees on the Rhine or the Moselle, wherever a beautiful view is to be commanded. In the absence of all artistic impressions, the Turks are great admirers of nature. Fields and forests, blue water and skies, sunny air and bright flower gardens, are the great sources of their happiness. The state of listless dreaming into which the contemplation of these objects throws them they call *kef*. These little kiosks, dedicated to the idlest inactivity of mind and body, are perched about the hills of the Bosphorus, and there the Turk dreams away his leisure time, drinking in the bright and lovely prospect around him, with only the bubbling of the Narghile to assist rather than intrude upon his contemplation.

The kiosks and residences of the Pashas, the retreats of opulence, line these favoured shores, and these dwellings succeed each other quite as numerously as the houses on the road from Hyde Park corner to Hammersmith, and at places such as Therapia and Buyukdere, they are dense enough to form large villages, provided with hotels, shops, cafés, and lodging-houses. The waters abound in fish, and droves of porpoises and dolphins disport a myriads on the surface of the Bosphorus, splashing and playing about in the plentitude of their strength and security, till a sword fish takes a dig at them, and sets them off curvetting and snortin g like sea-horses. The shores of the Bosphorus are enlivened by the innumerable wicked-looking, felucca-rigged craft, darting by in all directions, and manned by wild, swarthy looking men, reminding one of Greek pirates, &c.

The prettiest spot to land at is a little village on the Asiatic side of the stream, above Therapia and Buyukdere, at the bend of the Bosphorus. From the summit of the hill above this village there is a fine view of the opposite or European shores of the Bosphorus, and even of the Black Sea, whence

"'Tis a grand sight, from off the Giant's Grave,
To watch the progress of those rolling seas
Between the Bosphorus, as they lash and lave
Europe and Asia."

The return to Constantinople down the Bosphorus is delightful, going with the stream, and keeping close to the Asiatic side—glowing with all the purple glories of an Eastern sunset—the prospect is most enchanting the whole distance, until you turn round the angle of the Golden Horn, and reach the landing place of Tophana.

Conveyances.—Steamers to Samsoun, Sinope, Trebizonde, Dardanelles, Smyrna, Batum, Alexandria, &c.

Scutari.—It is a mile and a half across the Bosphorus from Galata to Scutari, which is situated on a sloping ground, and has a very picturesque appearance, from the mixture of trees, houses, mosques, and minarets, and is the most Oriental part of Constantinople. It usually serves as a rendezvous and an emporium to the caravans of Asia. It is now appropriated for the accommodation of Anglo-French troops. Scutari contains very extensive burying grounds, which are the handsomest in Turkey. These cemeteries extend for miles on the East and South of the town, towards the sea. Above these is the hill of Bulgaria, from which there is the finest panorama of Constantinople. Far as the eye can reach over the ridge of hills rolls the Black Sea; Therapia and Buyukdere on the Bosphorus; the castles of Europe and Asia, the Golden Horn, Pera, Galata, and Stamboul, all in one beautiful encircling panorama.

Adrianople.—The first European capital of the Turkish Empire, standing at the confluence of the Arda and Tunsha, with the Hebrus. It was built by the Emperor Hadrian. The principal object worthy of notice are—the Mosque of Selim, and the Bazaar of Ali Pasha. It is about 20 hours distant from Constantinople, and about 95 English miles from Philippoli. There is a Khan here.

Philippoli.—A town in European Turkey, situated on a small island formed by the Maritza. It contains a Mosque and a Bazaar. The town was nearly destroyed by an earthquake in 1818, at which time it contained a population of 30,000. Distance from Belgrade, about 65 hours; from Adrianople, 95 Eng. miles.

Sophia.—A town in European Turkey situated on a beautiful plain on the Ixa, and surrounded with mountains. Travellers can find good accommodation here; and there are some hot baths celebrated for their medicinal properties. Distance from Philippoli, 26 hours.

A concession has been granted for a line of Railway from Constantinople to Belgrade, *viz* Adrianople, Philippoli, Sophia and Nissa, with branches from Sophia to Widden and Orsova, and from Adrianople to Shumla and Rutschuk, on the Danube. Distance to Belgrade, 637 Eng. miles.

ALGERIA.

The French territory in Africa, denominated Algeria, extends along the Northern coast of the Continent from Tarbaque on the East, to Milonia on the west, the Atlas mountains traversing the country in two principal chains, of which the greater, separating the cultivated regions from the boundless waste of Sahara, forms the natural limit of the country; the French have, however, now established two stations in the desert—Biskra and El Agouat. Several passes, abounding in scenery of majestic grandeur, exist in both the chains, the finest of which are the Teniah of Mousaiah, the Biban, and the El Kantara. Many rivers take their rise in the Atlas, but they are all too shallow and rapid for any purposes of inland navigation; the Cheliff is the most considerable, it rises at the foot of Mount Ouenneseris, and after a course of about 300 miles, falls into the Mediterranean, at Kol-Mita. The mineral wealth of the Mountains of Algeria is very great, copper especially exists in abundance. The native population, which may amount to 3,000,000, has been generally divided into four classes, viz:—the Kabyles, or Berbers; the Moors; the Arabs; and the Jews; the first may be considered as the original inhabitants of the country, and tradition describes them as the descendants of some of those nations who fled before the victorious Israelites; a portion of their territory in the province of Constantina, with a few miles of sea-coast near Bougie, is still independent, and is the only portion of Algeria which is now a closed country to the traveller. The Moors are descended from the ancient inhabitants of Mauritania, their complexions are lighter, and features fuller, than those of the Arabs, who are the descendants of that race of Mahometan warriors who conquered Mauritania, and their countenances to this day attest their Asiatic origin; many live in fixed abodes, but a still greater number are migratory, and are called Bedouins. The Jews are chiefly descended from those who, at different times, were driven out of Spain, they live entirely in the towns, and are devoted to trade; they are intelligent but bear a very bad character for integrity; many here, as elsewhere, have acquired great wealth; their women are deservedly celebrated for their beauty.

The European civil population can hardly exceed 70,000; it is composed of French, Spaniards, Germans, Italians, and Maltese. The army consists of about 80,000. Algeria is about 700 miles in length, and from 100 to 150 in breadth.

Algeria has submitted to many masters; part of it formed the ancient kingdom of Numidia, and after the Romans, it successively acknowledged the sway of Vandal, Byzantine, and Arab, the latter yielding before the victorious arms of the Ottoman Empire, of which it was declared a regency, and remained so until the French Conquest: Oran, however, for a short time owned the sway of Spain.

HISTORICAL SKETCH OF THE FRENCH CONQUEST.

After the European peace of 1815, M. Duval was named Consul General at Algiers; he was born in the East, and understood the oriental languages, and the manners and customs of the inhabitants, but his policy was marked by great weakness, and he inspired none with confidence or respect. He consented, without making any objections, that the annual tribute paid by the African Company, established by treaty for the purposes of trade, should be raised from £24,000 to £80,000; and he also agreed that France should raise no forts or batteries around her factories-- a privilege she had always reserved in her ancient treaties. Hussein Dey succeeded to the government in 1819, and was so emboldened by the repeated concessions of the French Consul-General, that he openly announced his intention, when a favourable opportunity occurred, of abolishing the African Company, and destroying its establishments. His conduct soon brought about a very hostile feeling, on the part of the French government, towards his own, which was much increased by a dispute relative to a debt due from France to the house of Bacri and Busnach of Algiers, which house was itself a debtor to the government of the regency. The final rupture, however, took place in 1827, when the Consul-General went to congratulate the Dey on the eve of the Bayram; a discussion having arisen, Hussein struck the Consul with his fan: the news of this outrage was received with the greatest indignation in Paris, and on the 5th of June, 1827, the Moniteur announced that a squadron had sailed from Toulon to demand satisfaction for the insult offered to the representative of France. This squadron was composed of a ship of the line, five frigates, two brigs, and some smaller craft—in all, thirteen sail; on the arrival of this force, the Consul and all French subjects embarked, and through the medium of the Sardinian Consul-General the following demand was made by the Commodore: 1.—The chief officers of the regency, with the exception of the Dey, will proceed on board the flag-ship, and make apologies for that Prince to the French Consul. 2.—At a given signal, the French flag will be hoisted at the Casbah, and at the surrounding forts, and saluted with 101 guns. 3.—The property of French subjects embarked on board an enemy's ship is not to be seized. 4.—No vessels hoisting the French flag are to be visited by the Algerine Corsairs. 5.—The Dey, by a special treaty, will execute, as far as his dominions are concerned, all conventions concluded between France and the Sublime Porte. 6.—The subjects of the following states are to be treated as French:—Tuscany, Lucca, and the Papal States. The Dey would not listen to these terms, and in his answer alluded to various violations of treaty on the part of France. A blockade then commenced, and the squadron was reinforced by three vessels of the line, and an Admiral appointed to the command. This state of things lasted till July, 1829 when an incident occurred which sealed the conquest of the regency. The "Provence" ship of the line, and the brig "Alerte," hoisted signals demanding a parley, and anchored in the harbour of Algiers; the Admiral, accompanied by his secretary, an interpreter, some officers, and a guard of honour went ashore, and made arrangements with the minister of marine and foreign affairs for being presented to the Dey the following morning. Two interviews took place, and no satisfactory arrangements were concluded; in a few days they embarked, and sailed out of the harbour, the flags denoting parley still flying, consequently forbidding a resumption of hostilities, during which time they were repeatedly fired at by the town and fort batteries This event decided the French government to take more energetic measures than had hitherto been adopted; and Charles X., at this time, becoming

from day to day more unstable on his throne, welcomed heartily this unsettled state of Algerine affairs, and desired, through that channel, to turn the minds of his people from political questions at home to schemes of conquest abroad: the mass of the nation, however, doubted the policy of the expedition; with the army alone it was popular. Early in the year 1830, the principal dockyards of France equipped 11 sail of the line, 24 frigates, 7 corvettes, 27 brigs, 7 steamers, in all about 100 sail, which fleet was destined to carry over 37,000 men to the shores of Africa, besides which, many merchant ships were chartered to carry over military stores. The army was commanded by General de Bourmont, and the fleet by Admiral Duperré; the troops disembarked at Sidi Feruch, about 13 miles west of Algiers, and after a hard-fought battle at Staoueli, and the capture of the forts around the town, Algiers unconditionally surrendered; thus terminated the reign of Hussein, and the Turkish domination in Algeria. A war of nearly 20 years' duration has left France almost the undisputed master of the country; for since the surrender of Abd-el-Kader, the war against the natives has been confined to small expeditions for the punishment of a few refractory tribes. That extraordinary chief, who surrendered himself to France in 1847, was born in an encampment near Mascara, in the year 1806: his father took him to Mecca at the early age of eight; and shewing great quickness of perception during his youth, much pains were bestowed on his education. Mohhy-ed-Din, his father, it appears, conceived the possibility of establishing an Arabian dynasty in Algeria, and such ideas were instilled into the mind of the young Abd-el-Kader; their discourses, however, on this subject, acquired too much publicity, and awakened the suspicions of the Bey of Oran, who arrested both father and son, but they were soon set at liberty on condition of quitting the country; they returned to Mecca, proceeding by land to Tunis, and from thence by sea to Alexandria; from Mecca they visited Bagdad, and in 1828 they returned home, to which step no opposition was made. They apparently renounced politics, leading a most austere and moral life, and gaining the respect of all. The state of anarchy amongst the Arabs, which followed the conquest of Algiers, afforded an opportunity for the gratification of Abd-el-Kader's ambition; he rallied around him the tribes of his immediate neighbourhood, placed himself at their head, and excited them by his poems, in the name of the Prophet, to resist the invaders; he was stimulated in his efforts by promises of aid from the Emperor of Morocco. His descent from Mahomet, and a pretended vision, in which he represented himself as sitting on a splendid throne, giving judgment amongst the Arabs, tended in no small degree to strengthen his influence. At length, having collected considerable forces, he attacked the garrison of Oran, and for some time compelled the French to remain within their defences. Treaties of peace were, at different times, concluded with him; but the restlessness of the Arabs, and the encroaching spirit of the French, soon caused them to be broken; places which, after the dissolution of the government of the regency, acquired an independence of their own under the authority of the Emir, fell one by one into the hands of the French; such was the case with Tlemcen, Mascara, Mostaganem, and some others. He was at last considerably harassed, and was continually obliged to take refuge in the desert—he was accompanied by a numerous force of cavalry, and inflicted great loss on the French by appearing where he was least expected, and cutting off supplies; he continued, however, to harass the French till the end of 1847, when, finding his resources entirely exhausted, he offered to surrender himself to General de Lamoricière, on condition of being allowed to reside at Mecca or Alexandria; Abd-el-Kader performed his part of the contract, but the French government detained this brave man a close prisoner till 1852, when he was released by the Prince President of the Republic, and Broussa was agreed upon as his future residence. Since his surrender no opposition of any importance has been made to the French, and their territory may now be defined as composed of the four ancient provinces of the Regency—Algiers, Titeri, Constantine, and Oran; that of Titeri has now been united to Algiers.

The GOVERNMENT is vested in the hands of a governor-general and commander-in-chief; the three provinces, viz., Algiers, Oran, and Constantine, are each under the command of a general of division; the civil department in each is under a *préfet*; but, practically, he is quite subordinate to the military authority.

CONVEYANCES.—Five or six departures, by steamer during the month, from Marseilles, Cette

and Toulon. The voyage is accomplished in forty-eight hours; two to Oran; average length of voyage, three days; two to Philippeville, in the province of Constantine, forty-eight hours. Steamers from Algiers to Oran, once a week; from Oran to Gibraltar and Tangiers, once a month; from Algiers to Philippeville and Bona, three times a month; from Bona to Tunis, once a month. Diligences from Algiers to Blida, three times a-day, in five hours; from Philippeville to Constantine, three times a week, in about twelve hours; from Blida to Medeah, daily, in fine weather in about five hours; but the traveller is recommended to ride, as the road goes through the magnificent pass of the Teniah de Mousaiah. These are the only certain lines of diligences; but carriages go, when the state of the roads and the weather permit, from Oran to Tlemcen, and from Algiers to Aumale: all other journeys must be performed on horseback.

Hints to Travellers.—Before making any extended journey into the interior, the English traveller should, through his consul, obtain an interview with the chef de bureau Arabe, who will give him a circular letter to the authorities on his route, in order that he may be enabled to get horses at places where none are to be hired. If the traveller is a sportsman, by all means let him take a gun, also a rifle, if he can conveniently do so. Pistols are quite unnecessary for purposes of self-defence; the roads are nearly every where free from danger, and where it exists the local authorities will always grant an escort.

Passports.—The traveller's national passport is taken away from him on his arrival from France, and a pass provisoire is presented in return, which he retains during his stay in the country, and on his depa. ure the original is returned. The regulations respecting passports are strictly enforced in all the seaport towns, but in the interior the passport is never asked for. The police requires three days' notice before quitting the towns of Algiers, Oran, and Constantine.

Money.—Same as in France.

Climate.—The climate north of the Atlas much resembles that of the south of Spain, but more rain falls during the winter months; the heat, from June to September, is excessive; south of the Atlas a more tropical climate exists, and rain rarely falls. It is a healthy country to those who avoid excess in eating and drinking, who rise and retire to rest early, and who avoid sleeping in marshy localities.

A good map of the country has been made up from the government surveys, and published by authority; it may be obtained in Paris or Algiers.

A traveller may leave Marseilles, and be back in a fortnight, after having seen Algiers, Blida, and Medeah, and the stupendous Teniah de Mousaiah, perhaps the most beautiful part of the Atlas Mountains.

Algiers.—Hotels:—

Hotel de Paris, beautifully clean, an excellent cuisine, good attendance and moderate charges.

De la Régence, good but dear. De l'Orient de Rouen—both good and moderate.

About 50,000 inhabitants. Built on the slope of a hill, it is exceedingly beautiful from the sea. The lower part of the town is now laid out in the French style, in good streets, with arcades for foot passengers. The Place du Gouvernement is well planned, and on one side there is a very good statue to the memory of the late Duke of Orleans, who was a great benefactor to the city—he built the new grand mosque. The native quarters of the town are on the upper part of the hill, and must, of course, be visited; they abound in curious specimens of Moorish architecture. The court-yard of the governor-general's palace should be seen—permission is readily granted. The environs of Algiers are very picturesque; cabs and omnibuses ply in abundance all day. Algiers is a busy, cheerful town, and the variety of costume is exceedingly curious. The best dealer in Moorish curiosities and Algerian merchandise (jewellery, &c.) is Mustapha Rayato, Place du Government, opposite to the New Mosque; he is an honest, good man, and his things are of the best quality. The mosques may always be entered, but you are expected to take your shoes off at the door. There is an excellent theatre, and a second has been built, destined for an Italian opera.

English Consul.—John Bell, Esq.

Photographic Artist.—Mons. Miller.

Blida.—Hotel.—

Hotel de la Régence—good.

A pretty town, of several thousand inhabitants, at the foot of the lesser Atlas, thirty miles from Algiers; the road from the capital crosses the beau-

tiful plain of the Metidja, and passes through the flourishing French villages of Douara and Boufarick. There is another road equally good, but rather longer, which passes several miles to the eastward of Douara. A railway is projected from Algiers to Blida.

Constantine.—There is but one hotel, and that is bad and dear. Population, about 37,000, chiefly Arab. In the city itself there is little to see, but its position on a precipitous rock is most singular: it is the capital of the province. The easiest way to reach Constantine from Algiers is to take the steamer to Philippeville, and proceed from thence by diligence. The land journey from Algiers occupies nine days, and the road passes through some magnificent scenery; but there are too many difficulties to be encountered to recommend this route at present, as the roads are frequently impassable; the traveller is, consequently, obliged to retrace his steps, and await a continuance of dry weather before he can proceed. This state of things will not last long, as the government employ large bodies of the troops on the roads in all parts of the country. The province of Constantine contains many Roman remains, some of them in a high state of preservation.

Medeah.—HOTEL:—

Hotel de France—tolerable.

A small but most beautifully situated town in the lesser Atlas, several thousand feet above the sea. There is outside the town an aqueduct of Roman construction, though little of t original can be traced, owing to constant repairs The road to Blida rivals in beauty some of th great passes of the Alps, with a more luxuriant vegetation. The river Chiffa is crossed about ten times; a good road is in course of construction.

Miliana.—HOTEL:—

But one, and that indifferent.

A small town, fifty miles from Blida, and about the same distance from Medeah. It is situated on the slope of a mountain called by the Arabs the Copper Mountain. From it there is a magnificent view of the plain of the Cheliff, and the range of the Great Atlas beyond. Lions are common in the neighbourhood of Miliana.

Oran.—HOTEL:—Hotel de France—good.

The capital of the province of that name. Prettily situated on several hills, but an ugly town. The harbour is six miles distant, and is called Mers-el-Kebir (Arabic, Great Harbour.) The European population of Oran is about 9000. English Consul, Charles Tulin, Esq.

Philippeville.—A small unhealthy town where travellers disembark for Constantine.

OVERLAND ROUTE TO INDIA.

For a full description of India and the various Routes thither, see

BRADSHAW'S OVERLAND GUIDE TO INDIA, EGYPT, AND CHINA,

A Traveller's Manual, showing how to reach, and how to live in the Presidencies of Bengal, Bombay and Madras; giving graphic descriptions and useful information connected with Railway, Steam Navigation, Coasting, Coach, Dawk, Flat, Horse, Camel, Donkey, and Elephant Conveyances, Electric Telegraphs in India and Egypt, and Practical Instructions how to Form, Conduct, and Purchase an Indian Establishment, with most valuable hints on Indian Domestic Economy, Price Current of Articles in General Demand, the Management of Bazaar Accounts, together with Tabular Forms of Expenses, &c., of seventeen different Routes, Hints as to the Purchase of Outfits, Passports, Luggage, Value of Indian Currency and Weights, &c. &c., Epitome of the Indian Mutiny, and Vocabulary of the Hindostanee Language, with plans of Calcutta, Constantinople, &c., and splendid Maps of India. London, W. J. ADAMS, 59, Fleet Street. *Price Five Shillings*, free by post for 5s. 4d.

ROUTE via MARSEILLES.

For information respecting the journey from London to Marseilles, *via* Paris, the hours of departure, modes of conveyance, cost, &c., see pages 44, 45, 46, and 47. A conveyance leaves the office of the Administration des Services Maritimes des Messageries Imperiales, Rue Notre-Dame des-Victoires, Paris, each morning at half past 9a.m., and arrives at Marseilles at 9 p.m. the following evening. Fares—108, 87, and 72 frs.

The railways and the steamboats on the rivers Saone and Rhone have so considerably facilitated the performance of the journey from London to Marseilles, as to render it easy of accomplishment in a few hours. Thence travellers can proceed to Malta, Alexandria, and Constantinople, or to any of the intermediate ports, either rapidly per direct packets, or more leisurely *via* Italy, thereby visiting *en route* the most remarkable towns of that country —such as Genoa, Florence, Rome, Naples, &c.,— all of which will be found described in the GUIDE under the head of Italy, and the Routes laid down in "Bradshaw's Overland Guide to India."

The steam-ships of the "Administration des Services Maritimes des Messageries Imperiales," Rue Notre-Dame-des-Victoires, convey the French mails between Marseilles and the principal ports of the Mediterranean Sea. They average from 120 to 220 horse-power. For particulars in reference t Times and Fares see alphabetical list of Steamers.

For notice of the different lines, viz, the Italian, Levant, Greek, Egypt and Syria, between Constantinople and Alexandria, and the various lines they correspond with, see alphabetical list of Steamers, pages 181 to 212, where the most ample information will be found recorded.

Passengers wishing to visit Genoa, Leghorn, Florence, Rome, Naples, and Messina, *en route* for Malta, or any destination beyond it, can embark in the packets of the line of Italy, leaving Marseilles on the 9th 19th and 29th of each month. They are privileged to stay ten days or more at any of the intermediate stations, proceeding to their des-

tination by subsequent packets, within a delay of four months. On re-embarking, they are only entitled to such berths as are vacant when due notice of the departure is given at the company's office. The passage-money is always to be paid in advance, and in no case returned.

Passengers must strictly adhere to the printed regulations on board. They cannot have the exclusive occupation of a state-room, unless engaging all the berths therein. The tariff of luggage is given in pages of the GUIDE already referred to; and the following is the charge for *extra* luggage on board the packets, viz.:—10 frs. per 70 kilos. between Marseilles and Malta, and 25 frs. per 70 kilos. to any destination beyond Malta. Goods and merchandise are not admitted as luggage. CARRIAGES are charged as follows:—

Large size .... at 1½ fares of 1st class passages.
Small size (2 wheels) ditto. ditto.

In addition to the instructions given in reference to Passports, under the column of "General Instructions," at p. xxvii and xxxiii, the following tariff of charges will be found useful to the traveller:—French police *visé*, gratis; British, 2 frs. 80 c.; Sardinian, 4 frs.; Tuscan, 2 frs., Roman, 3 frs 50 c.; Neapolitan, 6 frs; Greek, 1 fr. 50 c.; Russian, 6 frs.; Spanish, 5 frs. 50 c.; Dutch, 5 frs.; Belgian, 4 frs. 50 c.; Prussian, 4 frs.; Austrian, 3 frs. 90 c.; Swiss, 2 frs. 50 c.; Turkish, 2 frs. 50 c.; American, 10 frs. 50 c.; Danish, 5 frs.

NOTICE TO HOMEWARD TRAVELLERS RETURNING FROM INDIA.—The Packets of the Marine Service of the "Messageries Nationales," on their return voyage from Alexandria, are accompanied by Surgeon, but if the passage does not occupy 8 days, the passengers remain on board in the offing until that time has elapsed, when they are allowed to enter the harbour of Marseilles. In consequence of this, on their calling at Malta, no passengers are admitted but those who are not subjected to quarantine. Travellers should then bear in mind, that in order to avail themselves of the advantages offered by the French route, they must embark on board the French Packets at Alexandria, for should they proceed to Malta by any other steamer arriving there in quarantine, they would not be admitted on board the French Packets.

EXCURSIONS TO UPPER EGYPT.—The following information will prove useful to the general mass of travellers visiting Egypt.

The steamers of the Egyptian Transit Administration perform regular trips on the Nile, from Cairo to Upper Egypt, by which means that interesting voyage—once so difficult and expensive—can now be accomplished most comfortably and economically in about eighteen days, thus opening an easy, interesting and agreeable route to an almost unknown land, which offers besides the highest historical interest, the advantage of a mild and salubrious climate during that season throughout which the severest cold is experienced in Europe.

Few who have not explored Upper Egypt can conceive the deep interest appertaining to every feature of its historical character, or rightly analyse its territorial monuments and ruins.

ROUTE via TRIESTE.

GENERAL INSTRUCTIONS, &c.—BAGGAGE.—A recent regulation enables passengers for India, *vid* Trieste, who are encumbered with heavy baggage, to ship it at Southampton by one of the steamers leaving that port for Alexandria, on the 4th and 20th of each month. By adopting this plan much trouble and annoyance will be saved and the Traveller need only take with him such portion of his baggage as he may require until his landing in India, and the less he takes the better. Passengers returning from India should adopt a similar course, and leave the cumbersome portion of their baggage at Alexandria for shipment to Southampton. Much inconvenience, arising from delay, &c., will be avoided by parties forwarding keys of packages subject to duty, with the address of the owner, and the list and value of the contents, to 127, Leadenhall-street, London; or to Hickie, Borman, and Co. Oriental-place, Southampton. Personal baggage, when declared for transit at Ostend, can be forwarded to Trieste free of Custom-House examination. The same course is adopted in reference to baggage rom Trieste which need not be examined until arrival in London. It may be well to state that luggage declared for transit cannot be used until its arrival at its destination.

Passengers, on their arrival at Trieste from Alexandria, can have the extra quantity forwarded to England, &c., by giving the necessary instructions at Trieste. Two pounds per cwt. is the tariff to England, exclusive of Custom-House charges.

Passengers must not take sealed letters into Austria, such being contrary to the postal regulations of that country. Persons going to Trieste, *vid* Ostend and Vienna, are recommended to obtain a Foreign Office passport visé'd first by the Austrian Ambassador, and afterwards by the Belgian Consul, if *vid* Ostend. If there be different members of a family travelling together, their names can all be included in the one passport. (See pages xxxiii to xxxviii.)

MONEY.—Sovereigns, are the best to take from England. No paper money or Foreign coin, should be taken beyond the Austrian frontiers, as it will be refused.

Though we give, in connection with the furnished details of the various routes, the probable hours of arrival and departure of the different conveyances, yet we recommend, as a general course, that the tourist or traveller should refer himself to the

Railway Time Tables and Alphabetical List of Steamers, to be found in their proper places in the Indian and Continental GUIDES, where he can accurately ascertain the exact hour.

We give the following *routes*, in order that the tourist may be enabled to chose such as he deems most worthy of his adoption.

ROUTES OUTWARD.

ROUTE 1.

London to Trieste, by Cologne, Dresden, and Vienna.—The distance is 1,507 miles, and the time occupied five days sixteen hours. Fares: first class, £10 11s.; second class, £7 13s. 5d.; and third class, £5 13s. 10d. At Magdeburg the traveller can continue onward to Berlin, he can reach Vienna by rail, through Breslau, but the expense will be a little more than by the direct route.

ROUTE 2.

By Ostend, Cologne, Frankfort, Ratisbon, the Danube, and Vienna, at the cost of £8 19s. 6d. for first class, £6 10s. 2d. 2nd class, and £5 8s. 9d third class.

ROUTE 3.

By Mayence, Frankfort, Ratisbon, Bruck, and Laibach.—London to Mayence, Railway and Steamboat, Mayence to Frankfort by rail, Frankfort to Ratisbon by diligence, Ratisbon to Linz by steamer and diligence, Linz to Bruck by diligence, Bruck to Laibach by rail, Laibach to Trieste by rail; Cost: 1st class, £7 16s. 8d.; 2nd class, £6 7s. 8d., 3rd class, £6 3s.

ROUTE 4.

By Mannheim, Carlsruhe, Stuttgard, Augsburg, Munich, Salzburg, and Bruck.—Journey performed in 134½ hours. Cost: 1st class, £7 14s. 2d, 2nd class £6 3s. 6d., 3rd class, £15 5s. 5d.

ROUTE 5.

By Ulm, Fuasen, Innspruck, and Conegliano.-The journey is made in 142½ hours, at the cost of £6 11s. 8d. 1st class, and £5 9s. 10d. 2nd class.

ROUTE 6

By Bale, Lucerne, Milan, Verona, and Venice. Cost: 1st class, £6 19s. 4d.; 2nd class, £5 8s. 0d. Time occupied, 127 hours.

ROUTE 7.

By Amiens, Paris, Geneva, and Milan. Cost: 1st class, £11 2s. 2d.; 2nd class, £9 4s. 8d. Time, 121 hours.

ROUTE 8.

By Hamburgh, Berlin, Breslau, and Vienna. 1st class. £10 8s. 2d.; 2nd class, £7 9s. 3d.: 3rd class, £5 14s. 10d Time occupied, 128½ hours.

Travellers anxious to enjoy the magnificent scenery between Vienna and Trieste, should proceed by the day train from Vienna to Gratz, where they should stop a short time and then proceed by day train to Laibach. Conveyances from Laibach may be had at the Imperial Diligence Office; by taking four seats, a separate post carriage can be hired. The traveller can stop at Adelsberg sufficient time to see the magnificent grotto close to the station, if he starts over night or early in the morning.

ROUTES HOMEWARD.

ROUTE I.

Trieste to Venice, by steamer, in six hours. Venice to Milan by rail. Milan to Geneva, by diligence, and thence to Lyons or Dijon, either of which journeys may be made in two days. Thence rail to Paris. Or,

Milan to Como, by rail, in about two hours; thence by diligence to Lake of Lucerne, by the St. Gothard Pass, in 21 hours. Steamer in four hours down the Lake of Lucerne to Lucerne; thence to Bâle, by diligence, in nine hours, the last hour *by rail*. From Bâle to Strasburg and Paris, by rail, in 12 hours.

ROUTE II.

Trieste to Laibach by diligence; thence to Vienna, Prague, Dresden, (to Berlin,) Hallo, and Cassel, by rail. Cassel to Frankfort, Mannheim, Nancy, and Paris—or Cassel to Hamm, Dusseldorf, and Aix-la-Chapelle, by rail—thence to London by rail and steamer.

At Cologne, Vienna, Berlin, and Breslau, the stations of the North and South Railways are at opposite ends of the town. The conveyance thereto and from, as the case may be, will cost a small trifle. The station porter will be found useful to travellers, and his services can be secured for 6d. or 3d.; for this trifle he will attend to the luggage, see it weighed, marked, and bring a ticket, which must be produced before the baggage will be given up on arrival at the station to which it is booked.

From Trieste, parties anxious to visit the Ionian Islands, Greece, Constantinople, Asia Minor, and Egypt, can do so at a comparatively small outlay Travellers from Greece and the Ionian Islands are admitted to free *pratique*. Those from the Levant and Greece are accompanied by health officers, and the quarantine is performed on the voyage, so that passengers can now proceed on shore immediately on arrival at Trieste, provided the vessel has a clean bill of health. Tickets are available on all the lines for two months; and travellers may land at any port on the line, provided they inform the captain of their intention, and afterwards can proceed on by the Company's next vessel.

The departure of the Austrian Lloyd's *indirect* steamers to Alexandria, *vid* Smyrna, takes place twice each month, in eleven days, at 4 p.m. To the Levant, every Thursday, at 4 p.m. To Greece, every Thursday, at 4 p.m. To Ancona, Brindisi, Ionian Islands, Patras, &c., across the Isthmus, to Athens and Syra, on every alternate Monday, at 4 p.m To Dalmatia, on each Monday, at 4 p.m., excepting in the months from October to April, when

the boat leaves every Monday, at 6 p.m. To Istria, on every Wednesday and Saturday, at 7 p.m. To Venice daily, at 6 a.m. From Trieste to Venice a first class return ticket may be had for £1 0s. 8d., and is valid for seven days.

Passengers embarking on board, or landing from the Austrian Lloyd's steamers, who require a boat to themselves must pay 2s.; several passengers in one boat, pay each 8d.; families, 4s.; and luggage—viz., trunks, boxes, mattresses, and portmanteaus, for each package, 2d.; hat-cases, carpet bags, &c., are free.

In Germany few travel 1st class, the 2nd being scarcely inferior to the English 1st class. In Belgium and Austria the 2nd class is pretty good; but travellers will exercise their own discretion in reference to this matter.

For further information see "General Instructions to Continental Travellers," pp. xxvii to xxxi.

Alexandria.—*Stat.*—HOTELS:—

INDIA FAMILY HOTEL, situate in the principal square, a comfortable good house.

Alexandria, the ancient capital of Lower Egypt, is situated on the Mediterranean, between the Lake Mæriotis and the Isle of Pharos Few cities present more attractive features to the traveller than this. Its ruins, desolation, traditions, and departed glories, are alike worthy the student's consideration, who will find much to admire in its present appearance and position, as well as be delighted with the inspection of its antiquities. It is enclosed by walls of Saracenic structure, supposed to have been built by one of the successors of Saladin, in the 13th century. The original city was built by Alexander the Great, soon after the fall of Tyre, about 333 B.C., for a mighty purpose, and with a grand design, it realised the hopes of its founder, as, not long after its erection, it became the emporium, not only for merchandise, but also for all the arts and sciences of Greece. Strabo tells us that ancient Alexandria was 30 stadia in length from east to west, and 7 or 8 stadia even where narrowest. The circumference was 9 miles, but Pliny, including no doubt the suburbs, reckons it at 15 miles. Lake Mæreotes bathed its walls on the south, and the Mediterranean on the north. It was also intersected by straight parallel streets lengthways, and a free passage was left to the northern wind, which alone conveys coolness and salubrity into Egypt. At the gate near the sea, a street of 2,000 feet began and terminated at the gate of Canopos. This street was decorated with magnificent houses, temples, and buildings. Along its extensive range the eye was never tired of gazing on its marble, the porphyry and obelisks which at some future day were destined to embellish Rome and Constantinople. The great street, the handsomest in the world, was intersected by another of the same breadth, which formed a square of half a league in circumference at their junction. From the middle of this great place the two gates were to be seen at *coup d'œil*, as also vessels arriving under full sail from the north and south. The Palace, which projected beyond the promontory of Lochras, occupied more than a quarter of the city. Each of the Ptolomies added to its magnificence. It contained within its enclosure the Museum, an Asylum for learned men, groves, and buildings worthy of royal majesty, and a Temple, in which was deposited the body of Alexander in a gold coffin. This beautiful monument was violated by the infamous Seleucus Cibyofactus, who carried off the gold coffin, putting a glass one in its place. Alexandria also extended along the northern bank of the lake, and in its eastern view embraced the Gymnasium, with its portico of more than 600 feet long, supported by several rows of marble pillars. Without the gate of the Canopos there was a spacious circuit for chariot races, whilst beyond that the suburb of Nicopolis stretched along the sea shore, and seemed a second Alexandria. A superb amphitheatre was built there, with a race-ground for the celebration of the Quinquenalia. Such is the description left us of Alexandria by the ancients, but, above all, by Strabo.

The architect employed by Alexander in the construction of this city was the celebrated Dinocratus, who acquired such great reputation by building the Temple of Diana at Ephesus. Ptolemy Soter, one of Alexander's captains, was the first to render this city populous. He was appointed Governor of Egypt soon after the death of the Macedonian monarch, assumed the title of King, and made Alexandria the royal residence, B.C 304 years. Ptolemy Philadelphus also added much to the embellishment and grandeur of Alexandria. In the first year of his reign, the celebrated watch-tower of Pharos was erected, which, when finished, was considered one of the wonders of the world. The tower was a large square structure of white marble, on the top of which fires were kept constantly burning, for the direction of sailors. The building cost, if Attic, 800 talents, or £165,000; if Alexandrian, twice that sum. A curious stratagem was resorted to by the architect of this tower to perpetuate his name in connection with it, and take all the glory to himself. Being ordered to engrave upon it the following inscription—"King Ptolemy, to the Gods the Saviours, for the benefit of Sailors"—instead of the king's name he substituted his own, and then, filling up the hollow of the marble with mortar, wrote upon it the above-mentioned inscription. In process of time, the mortar having fallen off, the following inscription appeared:—"Sostratus, the Cnidian, the son of Dexiphanus, to the Gods the Saviour of Sailors."

The Temple of Serapeum had within its verge the celebrated Alexandrian Library, containing 700,000 volumes In collecting books for this library, the following plan was adopted, viz., to seize all those which were brought into Egypt by Greeks, or other foreigners. The books were transcribed by persons appointed for that purpose. The copies were then handed back to the proprietors, and the *original* laid up in the library The works of Sophocles, Euripides, and Æschylus, were borrowed

from the Athenians by Ptolemy Euergetus, who returned them the copies transcribed in as beautiful a manner as possible, presenting them at the same time with £30,000 for the exchange.

This city, like all others of note in the early ages, was often the scene of terrible massacres. About 141 years before Christ, it was all but destroyed by Ptolomy Physcon. At this epoch nearly all the learned men fled to Greece, Asia Minor, and to the Islands of the Archipelago, where they revived learning, and the arts. From this period the fortunes of Alexandria were dimmed by feuds and scenes of carnage, until taken by Amron, who, astonished at the richness and grandeur of the city, wrote to the Caliph:- "I have taken the City of the West. It is of immense extent; I cannot describe to you how many houses it contains. There are 4,000 palaces, 4,000 baths, 12,000 dealers in fresh oil, 40,000 Jews who pay tribute, and 400 theatres, or places of amusement." From this period until the year 921 the city remained subject to the Caliphs, and then fell into the hands of the Magrebians. The chief thing which contributed to raise Alexandria to the pitch of extraordinary splendour which it enjoyed for so long a period, was its being the centre of commerce between the Eastern and Western world. And, though the revolutions which occurred in the government of Egypt, after it fell into the hands of the Mahometans, frequently affected this city to a very great extent, yet the excellence of its port, and the innumerable conveniences resulting from the East India trade to the different Governors of Egypt, preserved it from total destruction when in the hands of the most barbarous nations, and in the thirteenth century, when the European nations began to acquire a taste for the elegancies of life, the old mart of Alexandria again revived, and its port became celebrated once more as the centre of commerce. But its ancient greatness declined after 1499, when it became subject to the Turks, when a passage was discovered round the Cape of Good Hope by the Portuguese in that year. In the ruins of ancient Alexandria we behold a total wreck of vast grandeur, and the desolation which spreads around shows the utter fallacy of human greatness.

ALEXANDRIA MODERN.—The present city stands on a peninsula, situated between the two ports; and although a few years ago it presented little more than half-ruined houses and piles of rubbish, with the remains of a few magnificent edifices; still, at the present time, it is gradually assuming the appearance of a large populous city, many of its streets are wide, clean, and lined with rows of handsome houses. The present population is from 100 to 120,000. The commerce of Alexandria is still most extensive, as all the exports from and imports to Egypt pass through its port. The British and French Governments have Consuls at Alexandria, and there are several eminent British mercantile houses established there. There are also several wealthy Jewish merchants. The late extensive importation of cotton from Egypt has added considerable importance to Alexandria; as also the naval expeditions equipped there by the Pacha. It has two ports, viz.: the old and the new one; the former of which is the best. The new one being clogged with sand; and in stormy weather, vessels are subject to bilge: the bottom being rocky, the cable soon breaks, so that one vessel dashes against another, and many are lost. A fatal instance of this occurred many years ago, when forty-two vessels were dashed to pieces on the Mole, in a gale of wind from the north-west; since which numbers have been wrecked there.

The country about Alexandria is completely destitute of water, excepting that which is brought from the Nile by a canal of twelve leagues, every year, at the time of the inundation. Vaults and reservoirs are dug under the ancient city to receive the supply which must last until the next year. The canal is the only link of communication between Alexandria and Egypt, it being without the Delta; and from the nature of the soil, it may be stated to belong to the African deserts. Some parts of the old wall are yet standing, and are flanked with large towers about 200 paces distant one from the other; below are magnificent casements, which serve as galleries to walk in. The lower part of the towers contains a large square hall, the roof of which rests on thick columns of Thebac stone; and above this are several rooms, over which are platforms more than twenty paces square. The reservoirs are vaulted with much art; and though 2000 years have rolled by since their construction, they are still perfect. Only a few porphyry pillars and the front portico of Cæsar's palace remain; but they appear very beautiful. The palace of Cleopatra was built upon the walls facing the port, having a gallery on the outside supported by several fine columns. Not far from the palace are two obelisks, commonly called Cleopatra's Needles: they are of Thebac stone, and covered with hieroglyphics; one is upturned, and lies on the strand; the other stands on its pedestal. One of these has been presented to the British government by the Egyptian government. These two obelisks are about sixty feet high by seven feet square, and it is supposed once decorated the palaces of the Ptolemies. Near the gates of Rosetta are five columns of marble, on the place formerly occupied by the porticos of the Gymnasium. The barbarism of the Turks has since destroyed the remainder of the colonnade. But the chief object of attention is Pompey's Pillar, situated about a quarter of a league from the southern gate: it is built of red granite: the capital, which is Corinthian with palm leaves, and not indented, is nine feet high; the shaft and upper member of the base are of one piece, of nearly ninety ft. long, and nine ft. in diameter. The base is a square of about fifteen feet on each side. This block of marble, sixty feet in circumference, rests on two layers of stones bound together with lead, but which has not prevented the Arabs from forcing out several stones to seek for imaginary treasure. The entire column, ninety-five feet high, is beautifully polished, but shivered a little at one side. Nothing can equal the majesty of this monument. Seen at a distance, it overtops the town, and serves as a signal for ships; whilst on a nearer approach

it is gazed on with astonishment mixed with awe. The beauty of the capital, the height of the shaft, or the extraordinary symplicity of the pedestal excites unbounded admiration. The column was considered inaccessible until within the last half century, when, in a wild frolic, a party of English sailors, conceiving the project of emptying a bowl of punch on the top of it, scaled it by means of a rope. They dexterously availed themselves of the movements of a paper kite, by which they succeeded in fastening a rope to the summit; and by this they ascended, and performed this great achievement. It has since been rendered more accessible. Dr. Maddens mentions an English lady who breakfasted and wrote a letter on the top of it Much research and fruitless study have been expended in attempting to discover in whose honour the pillar was erected Denon on this subject expresses himself thus:—"After having observed that the column is very chaste both in style and execution; that the pedestal and capital are not formed of the same granite as the shaft; that their workmanship is heavy, and appears to be merely a rough draught, and that the foundations, made up of fragments, indicate a modern construction—it may be concluded this monument is not antique, and that it may have been erected either in the time of the Greek emperors or of the caliphs, since if the capital and pedestal are of sufficiently good workmanship to belong to the former of these periods, they are not so perfect but that art may have reached so far in the latter." The catacombs are also worth a visit. They begin at the extremity of the old city and extend some distance along the coast, forming the Necropolis, or City of the Dead. The excavation is from 30 to 40 feet wide, 200 feet long, and 25 feet deep, and is terminated by gentle declivities at each end One of these openings can be easily entered. Within there are no mummies; but the places which they occupied, and the order in which they were ranged, is still to be seen. Niches 20 inches square, sunk six feet horizontally, narrowed at the bottom, and separated from each other by partitions in the rock seven or eight inches thick, divides into checkers the two walls of this subterranean vault.

Alexandria was never considered formidable as a fortress; and in 1798, when Napoleon Buonaparte attacked it, it surrendered without a blow. The place where Sir Ralph Abercrombie fell is about four miles from the city, in the direction of Rosetta.

The Railway between Alexandria, Cairo, and Suez is now opened. The distance is 142 miles. It is the sole property of H. H. Mahomet Said Pacha, viceroy of Egypt, who has constructed it on his own account. The time occupied between the two towns is about twelve hours. For Fares and Departures, see page 175. As the line is only in its infancy, of course several alterations will take place as to times of starting; and it is but probable that the fares will be lowered as soon as the great expenses of construction are completed.

The engineers, drivers, and carriages are all English; the road was laid by Robert Stephenson, on iron sleepers, and is considered much smoother than any in Europe.

"In order to facilitate the conveyance of luggage through Egypt, travellers must limit the size of their trunks to the following dimensions:—

Length	3 feet.
Width.....	1 foot 3 inches.
Depth	1 „ 2 „

The weight of each trunk not to exceed eighty lbs.

Passengers should take as few packages or articles with them on their *route* as possible, as they are solely responsible for such which should be kept under their own personal charge; but parties who intend stopping at Cairo are requested to give notice of their intention to the agents at Suez and Cairo, and deliver to both a list of their packages, that the necessary assistance may be given for the separation of their luggage. On landing from any steamer, or embarking therein, First Class Passengers pay 1s., and Children and servants 6d. Parties are requested to embark only from the transit wharf.

Omnibuses are provided at the expense of the transit administration to and from the landing places and the hotel, and the hotel and railway at Alexandria. These conveyances will leave the hotels half an hour before the appointed time of starting.

Payments for transit fares, overweight of luggage, &c., must be made in English gold, Egyptian piastres, Spanish or German dollars, napoleons or five-franc pieces, at the government rate of exchange (See Bradshaw's Overland Guide, page 97.) English bank notes will not be received. Passengers from India proceeding to Europe by the Austrian Lloyd's steamers, must separate their luggage from that of the booked-through passengers on its arrival at Alexandria, otherwise it will go on to Southampton.

The departure of the Austrian Lloyd's *direct* steamers from Alexandria for Trieste altogether depends on the arrivals of the mail packets at Suez. They generally leave for Trieste in twenty-four hours after the arrival of the mails and passengers at Alexandria.

English or Dutch subjects proceeding from India, China, or Java, *vid* Trieste, to England or Holland, should obtain a passport from their respective Governments, and obtain the visés of the Austrian Consul, either at Bombay, Madras, Calcutta, Ceylon, China, Singapore, or Battavia, as the case may be.

Boulac.—about two miles distant from Cairo, of which it is the port. Its appearance is not at all striking, as it possesses only one building worth notice—the palace of Ismael Pacha—a singular intermixture of Italian, Greek and Arabian architecture.

Cairo.—*Stat.*—Hotel:—

Shepherd's Hotel, the best.
Coulomb's.
Williams Indian family Hotel.

At all of wh'ch information may be obtained re spccting boat or caravan. Cairo may be fairly considered the point of departure for the Nile as well as for the desert journey; the traveller will provide himself with a boat and all the necessaries for his voyage, better at Cairo than in Alexandria, besides saving the hire and expenses of his boat for at least half a month, the time employed between Alexandria and Cairo, with scarcely a single object of interest on that part of the voyage, wines and provisions for the Nile or the desert will be as well provided in Cairo as in London. There is an Italian warehouse and biscuit bakery kept by Mr. Walker, where the English traveller will find as great a variety of condiments as he can reasonably desire.

Cairo, the capital of Egypt, is situated in a plain at the foot of a mountain, in long. 32° E., lat. 30° N. It is entered by a pretty good road; and as approached, the city presents a very imposing appearance. Jawhar, a Moggrebin general, founded it in the middle of the tenth century, and named it "Alkahira," or the victorious. It soon became the residence of the Caliphs, and, consequently, the capital of that country. It is divided into the old and new cities. The new city is situated on a sandy plain, about 2½ miles from the old one, on the same side of the river. The citadel, rising above the lofty buildings, appears to issue forth from a grove of the richest foliage, and presents a most imposing appearance. The streets are narrow and unpaved, and the houses are gloomy. Each street has a gate, which is closed at nightfall. The number of inhabitants is about 300,000, though some travellers estimate it at 400,000. No one is allowed to appear in the streets after sunset, without carrying a candle in a Cairo paper-candlestick, under the penalty of a heavy fine. A canal, called Khalis, flows along the city from one end to the other, with houses on both sides. In its progress it forms very many small lakes, called *birks*, the principal of which lies in the great square near the castle. On its banks are built the most beautiful houses in the city, but, being dependent for its supply of water on the inundation of the Nile, it is dry for several months in the year, and covered with beautiful verdure. In the water season the barges and barks of the aristocracy may be seen constantly gliding up and down on its surface, especially in the evenings, when curious fireworks and a variety of music enliven the scene. Stone walls and handsome battlements, with very fine towers at every hundred paces, surround the modern city of Cairo, which is badly defended. The fortified palace, erected by Saladin in the 12th century, was the only place of defence in the city, and yet the Turks let it fall into ruin, until it was thoroughly repaired, not long since, by the Pacha. Guides and asses are in constant requisition to go up to it, passing on their way through the Bazaars, by the Mosque of Hassan, and through the gate memorable for the slaughter of the Mamelukes. Its principal apartment was a magnificent hall, environed with twelve columns of granite, of prodigious height and thickness, brought from the ruins of Alexandria. These sustained an open dome, under which Saladin distributed justice to his subjects. A magnificent view of the city, and above 30 miles along the Nile, including the ruins of Old Cairo, the suburbs of Boulac, and Djiah, site of Memphis, great Pyramids, Obelisk of Heliopolis, ruins of Matareah, Pyramids of Sakara, and the "Eternal Nile," is obtained from this palace. The Pacha does not now reside there, he having removed to a still more magnificent palace in the vicinity, which contains a pavilion 250 feet by 200 feet, each wall of which is adorned with colonnades of white marble. A Military College, and other institutions, have been founded lately, with the view and for the purpose of introducing European arts and improvements. In the city there are about 300 mosques, some of which have six minarets, and are adorned with beautiful granite columns, brought from Heliopolis and Memphis. The largest mosque is that of Azhar, standing in the centre of the city. The next in size is that of Sultan Hassan, the finest structure in modern Egypt, and extremely light and elegant. It is built in the form of a parallelogram, and has a deep frieze running round all the wall, adorned with Gothic and Arabesque sculpture. In the neighbourhood is an extensive Necropolis, in which there are many splendid tombs, including a magnificent one built by the Pacha for his family, adorned with five spacious domes. There are several Khans and Caravanseries. These are in general several stories high, and are always full of people and merchandise, Cairo being the centre of the trade with the interior of Africa, and having caravans departing at intervals from it for Fezzan, Darfur, and other quarters.

Old Cairo.—Here we find very little to interest or amuse, except the Granaries of Joseph, which, as subject of special notice in the pages of Holy Writ, must deeply interest the Christian traveller. In it we also find a pretty church, used by the Christians and Copts, the latter being the original inhabitants of Egypt.

At Old Cairo there are two distinct and separate Cemeteries for Roman Catholics and Protestants, both are in a very quiet situation, and very nicely kept, in the latter are several monuments to Indian officers, who have found a last resting-place here on their way home.

The apartment built over against Old Cairo and above the river is worth notice: it admits the water, and a column, with lines at a distance of every inch, marks every two feet as far as thirty. Joseph's Well will also interest: it is situated in the fortified palace, and is said to have been made by King Mohammed 700 years ago, because the Egyptians attribute every thing to this remarkable character. The well is cut in a rock, and is 280 feet deep. The water is drawn to the top by means of oxen, placed on platforms at proper distances, which turn about the machine that raises it. Moors, Greeks, Turks, Jews and Copts constitute the population of this celebrated city, which contains 240 principal streets, 46 public squares, 11 bazaars, 148 schools, 300 public cisterns, 1,166 coffee houses, 65 public baths, 400 mosques, and *one* hospital for the mad and infirm. English hotels and lodging houses

are established at Cairo. English medical men are also practising there. The Cemetery of the Mamelukes is the finest burial place in Egypt: it is not far from the city, and on the way of the Desert: the tombs present various forms, some of them being magnificent, having domes supported by finely carved transparent marble columns. At the distance of a mile, in another direction, are the tombs of the Caliphs: they are beautiful structures, being of the light and elegant style of the Saracenic architecture, and have some exquisitely worked domes and minarets. On the edge of the Desert, (which he was attempting to explore,) is Burkhardt's grave, under a small tombstone scarcely discernible.

Should the traveller prolong his stay at Cairo for some days, and visit the Pyramids, he is recommended to take with him a guide and a supply of provisions and candles. In returning, he can visit the Isle of Rhoda and the Nilometer; Sakhara and the site of Memphis will require another day. The other objects worth seeing are the mosques, the Obelisks of Heliopolis (three hours ride), Shoubea, a palace of thee Pacha (one hour's distance), Gardens of Rhoda, Ptrified Forest, and the Toura Qurries. (See "Bradshaw's Overland Guide to India.")

Memphis, it will be remembered, was taken and sacked by Cambyses, the Persian king; it was afterwards visited by Alexander the Great, previous to the foundation of Alexandria.

The final ruin of Memphis was accomplished by the Arabs, who used up its materials in building Old Cairo in 638.

Heliopolis, or the City of the Sun—the oldest perhaps in this land of antiquities—was a sort of sacerdotal and university town, where the illustrious Plato is said to have graduated. It consisted for the most part of temples and colleges. Nothing, however, of these now remain but a few isolated mounds, and one solitary obelisk said to have been erected by the Pharoah mentioned in the history of Joseph.

Cairo to Suez.—By Railway. Suez is a wretched looking uncomfortable place; mud and wooden houses abound; but there is a good hotel. It is bounded by the desert and the sea. Scarcely a blade of grass or foliage of a tree is to be seen about.

The journey from Alexandria to Suez is performed in about twelve hours, including a stoppage at Cairo, and sufficient time for refreshment and repose at the central station between Cairo and Suez.

Hotel at Suez.—There is an excellent hotel kept by Mr. Shepherd, who has a similar establishment at Cairo.

The Red Sea.—At the head of this sea lies Suez. It is 1200 miles in length, and not more than 200 miles broad, being comparatively a long and narrow sea. The coral reefs with which the channel abounds are very beautiful in appearance, though extremely dangerous to sailing vessels, but not so to steamers, which keep the middle of the sea.

The shores present scenes of desolation unparalleled on the face of nature. Neither verdure, grass, nor one green spot on which the eye could rest with pleasure can be seen. On the east side of the head of the Red Sea a good view can be obtained of Mount Sinai.

Aden, a seaport of Arabia, now occupied by the Hon. East India Company as a depôt for the steamers, &c traversing the Red Sea. It was ceded to them after the unsuccessful treaty for Socrota, and has since been a scene of warfare. Here the steamer puts in for coal, during the shipping of which the voyagers have an opportunity of surveying the curious places about, and of refreshing themselves at the Hotel, where capital mutton and fruit are generally obtained. Leaving this station, they sail through the Straits of Babelmandel into the Indian Ocean.

Bombay is an island city and the seat of government for the Western part of India. It came into the hands of the English by the marriage of Charles II. with Catharine of Portugal, and was made over to the East India Company in 1688, at which time it became the seat of government of all their possessions on that side of Hindostan, which was previously at Surat. Bombay is now one of the three Presidencies by which their Oriental territories are governed. Its length from north to south is six and a half miles, and its breadth near the fort is about a mile and a half, separated from the mainland by an arm of the sea. In conjunction with the adjacent islands of Colaba, Salsette, Butcher's Island, Elephanta, and Carnjah, it has a commodious and well sheltered harbour. It contains a strong and capacious fortress, a city, dockyard, and marine arsenal. The best and finest merchant ships are built here of teak, which is brought from the neighbouring countries, being found more durable than the best English oak. The country in the vicinity is well wooded, but good water scarce; cocoa-nuts abound, and its markets are supplied with every delicacy.

The town of Bombay is nearly a mile in length from the Apollo gate to the Bazaar, and about a quarter of a mile broad in the widest part, from the Custom House across the Green to Church gate, which lies in the centre between the Apollo and Bazaar gates. There are two gates towards the sea, which have commodious wharfs and cranes built out from each, with a landing-place for passengers. Bombay Castle—a regular quadrangle, built of hard and durable stone, having the advantage, in one of the bastions, of a large reservoir of water—is situated between these gates. The entire town is enclosed by fortifications after Vauban's System, erected by the Portuguese, and have been strengthened from time to time, as the place increased in importance. They are particularly strong towards the sea, the harbour being completely commanded by a range of batteries. Many large and beautifully-built houses are scattered in the space called the Green. The Church, which has a very neat and light appearance, stands

in this locality, and on the left of its gate is the Government House, presenting a very showy appearance, and the Bazaar, which is crowded and populous, is on the right. The native merchants' houses of business are situated here. A conflagration, in 1803, nearly destroyed this portion of the town, and the Bazaar, Barracks, Custom-House, and several other public buildings were destroyed, and fears were entertained for the safety of the magazine. The trade and commerce of Bombay is very extensive. It carries on a valuable trade with the countries situated in the Arabian and Persian gulfs, the western coast of India, its eastern parts, and the islands in the eastern ocean, and an immense opium and wool trade with China, from which Government derives a large revenue, and the native merchants become, in the fullest sense of the expression, "Merchant Princes." In 1808 the quantity of wool brought to Bombay for re-exportation amounted to 85,000 bales, of 375 lbs. each, which were partly procured from the country on the Nerbuddah It also enjoys a considerable trade with Europe, and different parts of America. It contains about 220,000 inhabitants, three-fourths of which are Parsees, and the other fourth is composed of persons from almost every Asiatic nation

The Company's naval force consists of twenty fighting vessels, besides armed boats, despatch boats, and other craft. The annual expense for the maintenance of the Anglo-Indian army is about £10,000,000. The army, native and European, is distributed throughout the country at appointed stations, forming a chain of military posts, and keeping up a continual communication with the seats of the various Presidencies.

The Bombay Court of Judicature consists of a Chief Justice and one puisne judge, and its jurisdiction extends over all the territories subject to the Presidency. The climate is as salubrious as any in India, and Assurance offices require less premium on lives than for any other part of the empire.

The Government of Bombay is vested in a Governor and three Councillors, subject to the entire control of the Supreme Government of Bengal. The Court of Directors appoint the Governor Members of C' Council, the Commander-in-chief of the forces who, though not officially a Member of the Council, yet may receive such an appointment from the Directors, in which case he takes precedence of all the other members.

The travelling distance from Bombay to Calcutta is 1,300 miles; to Delhi, 965; to Hyderabad, 480; to Madras, 770; to Poonah, 90; to Seringapatam, 820; and to Surat, 177 miles.

The tariff from Suez to Bombay is, for a person occupying a berth in cabin with two or three others, £60; for a married couple occupying a cabin on main deck, with a w.c., £185; without a w.c., £[illegible]; for children with their parents, five years old and under ten, £28; two years old and under five, £14; for European servants, £25; for Native servants, £15.

Ceylon.—An island of the Indian ocean, lying off the S.W. coast of the promontory of Hindostan, from which it is separated by the Gulf of Manara and Palk's Strait. Its early history is involved in obscurity; but it is supposed to have ranked high among the cities of Asia, in population and influence, if it be the Taprobane referred to by Strabo Pomponius, Mela and Pliny. Little was known of Ceylon beyond its existence as an island, until it was visited by the Portuguese after the discovery of the passage by the Cape of Good Hope. It was in 1505 divided into many sovereignties, which afterwards were merged into one, under the title of Candy. The Dutch expelled the Portuguese, and possessed themselves of the entire circuit of the coast for ten or twenty miles from the sea, and the whole of the north part of the island, confining the dominion of the King of Candy entirely to the interior. These possessions were surrendered to the English in 1796, having first sustained a siege of three weeks. In 1815 the British marched in with an armed force, and, after deposing the king, incorporated the whole island as a part of the British dominions.

The island is mountainous and woody, and is divided into two parts by lofty mountains. Spring sets in about Oct., and the hottest season is from Jan. to April. The island abounds with very fine fruit, and produces pepper, ginger and cardamoms, with different kinds of rice, which ripen one after the other. One of the most remarkable trees in the island is the *talepot*, which grows straight and tall, and is as large as the mast of a ship; the leaves are so large as to cover fifteen men, and when dried they are round, and fold up like a fan; every soldier carries one, as it serves for his tent. But the most important of all its vegetable productions is the cinnamon tree, the bark of which is distributed over every part of the habitable globe Topazes, garnets, rubies, ores of copper and iron, and veins of black crystal abound; and in addition to the various productions of Ceylon previously enumerated, connected with it is the pearl fishery, carried on in the Gulf of Manaar, which is considered the richest source of that article in the world; however, it is a Government monopoly, and only opened periodically. There are likewise numerous other productions of considerable commercial importance.

Calcutta is the capital of Bengal, the seat of the Indian Government, and residence of the Governor-General of the British dominions in the East Indies. It is one of the largest and most beautiful cities of Asia, hence its sobriquet of "city of palaces," and the modern capital of Hindostan. It is situated upon the river Hoogly, which forms the western channel of the Ganges, and is one of the principal of its numerous branches navigable for large vessels. Its name is derived from Kalè, a goddess, and Cuttah, a temple, dedicated by the Hindoos to Caly, the goddess of time, situate between the villages of Chultametty and Goburdpore, where the agents of the English East India Co.'s Service, in 1680, obtained permission of the Em-

peror Aurungzebe to establish a trading factory, which, in consequence of the disturbed state of the Province of Bengal, they were allowed to fortify in 1690. The town stands on almost a perfect level jo alluvial and marshy ground, covered with jungle and stagnant pools about a century ago, and which still betrays its unsoundness everywhere, by the cracks conspicuous in its best houses. The town is about 100 miles from the mouth of the river, the navigation of which is difficult, and very often dangerous, it being filled with numerous sand-banks, constantly shifting their position. The larger vessels load and unload at Diamond Harbour, from whence passengers are conveyed to the city (60 miles distant) by smaller vessels, or in boats. From the mouth of the Hooghly to Diamond Harbour the scenery on both sides of the river is that of a perfect paradise.

As we advance up the river, however, the scene becomes quite animated, the shipping and bustle on the river increase, and the beautiful country-seats on its banks announce the approach to the capital. The town and suburbs extend about six miles up along the left bank of the river. An immense square is in the middle, which, together with the adjacent buildings, forms what is properly called the town of Calcutta. The intermediate space is the Esplanade. The Citadel of Fort William is the most regular fortress in India, but would require 10,000 men with 600 pieces of cannon to defend it. It was erected by Lord Clive, in 1757, immediately after the battle of Plassey. The Government House, the largest and most beautiful edifice in the town, was built by the Marquis of Wellesley, on the west of the Esplanade. In it the Governor-General resides, and here the Government business is transacted. The other public buildings are the Town House, Hall of Justice, Hospital, and Jail, (all of which are within the esplanade); two English, Portuguese, Greek, and Armenian churches, together with several small Hindoo pagodas, Mahommedan mosques, Sikh temple, &c. &c.

The traveller to India will, beside the places above described, find much to attract and interest in his wanderings through that land of sunbeams and of flowers Several works are at present extant that will be an invaluable acquisition to him in his wanderings through the East, a choice selection of which will be found in "Bradshaw's Overland Guide to India," page 41; and for further information he is advised to consult Messrs. Madden and Allen's catalogue of works on India, with whose history are identified so many interesting traditions and reminiscences of extraordinary interest.

TRAVELLERS' VOCABULARY

IN

ENGLISH, FRENCH, GERMAN, and ITALIAN.

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Travelling by Railroad and Steamboat.	**Voyage par Chemin de Fer, et par Bateau a Vapeur.**	**Die Eisenbahn-u. Dampfschiff-Reise.**	**Viaggio sulle Strada Ferrata e sul Battello a Vapore.**
Baggage—Luggage	Le baggage	Gepäck	L'equipaggio
Baggage-receipt	Un reçu de baggage	Gepäck-Schein	La ricevuta del bagaglio
Booking-Office	Le bureau	Einschreibebureau	L'ufficio
Brandy and Water	De l'eau et de l'eau-de-vie	Cognac und Wasser	Dell' acqua e del cognac
Does the train stop at intermediate Stations?	Le convoi s'arrête-t-il aux Stations intermédiaires?	Hält der Zug auf Zwischen-Stationen?	Il treno si ferma nelle stazioni intermedie?
First Class Carriage	Une voiture de première classe	Erste Wagenklasse	Una carrozza di prima classe
On Board	A Bord	Am Board	A Bordo
Railway	Le Chemin de Fer	Eisenbahn	La Strada Ferrata
Refreshment	Des rafraîchissements	Erfrischung	Il rinfresco
Sleeping-berth	Couchette	Schlafstelle	Il letto
Station	Le debarcadère	Station (Bahnhof)	La stazione
Steward—Stewardess	Le maître d'hôtel—La femme de chambre	Schiffsaufwärter - Wärterin	Il locandiere—la cameriera
Third-Class Carriage	Une Wagon de troisième classe	Dritte Wagenklasse	Una carozza di terza classe
Ticket	Un Billet	Billet	Il biglietto
To Start	Partir	Abgehen	Partire
On the Road.	**En Route.**	**Auf der Landstrasse.**	**Sulla Strada.**
Change Horses	Changer des chevaux	Pferde wechseln	'cambiare cavalli
Cigars	Des cigares	Cigarren	Zigari
Conductor	Le conducteur	Schirrmeister — Conducteur	Il conduttore
Return Carriage	Une voiture de retour	Retourwagen	Une carozza di ritorno
Stop	Arrêter	Anhalten	Fermare
Stop!	Arrêtez! halte!	Halt!	Fermatevi!
Stop to dine—to breakfast	Arrêter pour diner—pour dejeuner	Zum Mittagessen (zum Frühstück) anhalten	Fermarsi per pranzare —per fur cotozione
Posting — The Post-Office.	**Voyage en chaise de Poste.—La Poste au Lettres.**	**Die Extra-Post.— Brief-Post.**	**Viaggio per la Posta. La Posta delle Lettere**
Closure of the Post	La clôture du bureau de poste	Postschluss	L'uffizio è chiuso
Distribution of Letters	La distribution des lettres	Brief-Ausgabe	La distribuzione della lettere
Letter	La lettre	Brief	La lettera
Letter addressed to the Post-office till called for	Une lettre, adressée poste-restante	Poste-Restante-Brief	Una lettera ferma in posta
Post-Office	La poste aux lettres	Postamt	La posta delle lettere
Postage of a Letter	Le port d'une lettre	Porto	Il porto d'una lettera
Postage Stamps	Timbres-poste	Postatempel	Il sigillo della posta
Put to the Horses	Atteler	Anspannen	Attacare
Single Letter	Une lettre non chargée	Einfacher Brief	Una lettera simplice

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Custom-House.	**La Douane.**	**Das Zollhaus—Mauth.**	**La Dogana.**
Bonnet-box	Un carton à chapeau	Haubenschachtel	La Scatola da capelli
Box	Une caisse	Kiste	La Scatola di legno
Carpet-bag	Le sac de nuit	Reisesack	Il sacco da notte
Clothes	Des hardes	Kleidungsstücke	Abiti—panni
Custom-House Officer	Le Douanier	Zollbeamte	Il Dogamere
Dressing Case	Une nécessaire de toilette	Toilette	Un astuccio di toiletta
Duty	Le droit	Zoll	Il dazio
For my own use	Pour l'usage personnel	Zum eigenen Gebrauch	Per proprio uso
Frontier	La Frontiere	Grenze	La frontiera il confine
Hat-box	Un étui à chapeau	Hutschachtel	La Capelliera
Key	La clef	Schlüssel	La Chiave
Linen	Du linge	Leinenzeug	La biancheria
Luggage	Les bagages	Gepäck	Il Bagaglio
Necessary Articles	Objets de première nécessité	Nothwendige Dinge	Oggetti indispensabili
Portmanteau	Un portemanteau—une valise	Mantelsack	Una valigia
Prohibited	Prohibé	Verboten	Proibito
Search	Visiter	Visitiren	Visitare
Things liable to Duty	Sujet aux droits	Zollbare Sachen	Soggetto al dazio
To Open	Ouvrir	Oeffnen	Aprire
To Plomb	Plomber	Plombiren	Plombare
To Shut	Fermer	Schliessen	Chiudere
To Wait	Attendre	Warten	Aspettare
Traveller	Le Voyageur	Reisender	Il viaggiatore
Trunk	Une malle	Koffer	Il baule
Worn Articles	Des objets qui ont servi	Gebrauchte Artikel	Oggetti usati
Passport and Police Office.	**Bureau des Passports et de Police.**	**Pass. Polizei.**	**Ufficio de' Passaporti e di Polizia.**
Have I anything to Pay?	Y-a-t-il quelque chose à payer?	Habe ich etwas zu zahlen?	E da pagare qualche cosa?
I leave this evening	Je pars ce soir	Ich reise diesen	Parto questa sera
Merchant—Artist	Marchand—Artiste	Kaufmann—Kunstler	Il negoziante. L'artista
Private Gentleman	Particulier	Privatmann	Il particolare
Scholar	Homme de lettres	Gelehrter	L'uomo di lettere
Stop	Séjourner	Verweilen	Restare, fermarsi
Vise the Passport	Viser le passeport	Pass visiren	Vidimare il passaporto
The Inn.	**L'Hotel L'Auberge.**	**Der Gasthof.**	**La Locanda—L'Albergo.**
A light	Une lumière	Licht	La lume
A quiet room	Une chambre où l'on soit bien tranquille	Ein ruhiges Zimmer	Una stanza fouri d'ogni rumore
Bed	Le lit	Bett	Il letto
Bottle of drinking water	Une carafe d'eau	Flasche Trinkwasser	Una bottiglia d'acqua da bero
Bread and Butter	Du pain avec du beurre	Butterbrod	Il pano con burro, di burro
Breakfast	Le déjeûner	Frühstück	La colazione
Brush the clothes	Brosser les habits	Kleider reinigen	Nettare spazzolare
Cold (boiled) Milk	Du lait froid (chaud)	Kalte (heisse) Milch	Latte freddo (caldo)
Clean Towel	Une Serviette blanche	Reines Handtuch	Uno sciugamano netto
Clean the boots	Faire les chaussures	Stiefel putzen	Nettare i stivali
Cup	Une tasse	Tasse	La tazza
Double-bedded room	Une chambre à deux lits	Zimmer mit zwei Betten	La camera con due letti
Feather-bed	L'édredon	Federbett	Letto a suste
Foot-bath	Un bain de pieds	Fussbad	Il bagno ai piedi
Glass	Un verre (à boire)	Glas	Il bicchiere
Hot water	De l'eau chaude	Heisses Wasser	De l' acqua calda
Landlord	Le maître de l'hôtel	Wirth	Il padrone
Night-lamp	La veilleuse	Nachtlicht	Il lume da notte
Room	L'appartement	Zimmer	L'appartamento

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Sheets	Les draps	Ueberzüge	I lenzuoli
Sitting-room	Le salon	Wohnzimmer	La sala
To call—to awaken	Réveiller	Aufwecken	Destársi, svegliarsi
To light the fire	Allumer du feu	Einheizen	Accendere il fuoro
To Shave	Raser, se faire le barbe	Rasiren	Farmi la barba
Waiter	Le garçon	Kellner	Il cameriere
The Dinner.	**Le Diner.**	**Das Mittagessen.**	**Il pranzo.**
Beefsteak	Beefsteak	Beef-steak	Cottoletta di manzo
Beef	Du bœuf	Rindfleisch	Del manzo
Do. Boiled	Bœuf bouilli	do. gekocht	Manzo bollito
Do. Salt	do. salé	do. gesalzen	do. salato
Do. Hung	do. fumé	do. getrocknet	do affumato
Do. Smoked	do. fumé	do. geräuchert	do. affumato
Do. Stewed	do. en ragoût	do. geschmort	do stufato
Do. Roast	do. rôti (rosbif)	Kindsbraten	Del manzo arrosto
Beer	De la bière	Bier	La birra
Biscuit	Un biscuit	Zwieback	Il biscotto
Bottle	Une bouteille	Flasche—Bouteille	Una bottiglia
Brandy	De l'eau de vie	Cognac, Franzbranntwein	Dell acqua—vite cognac
Bread	Du pain	Brod	Il pane
Burgundy	Vin de Bourgogne	Burgunder	Vino di Borgogna
Butter	Du beurre	Butter	Del burro—butirro
Cabbage	Du chou	Kohl	Dei cavoli
Capon	Un chapon	Kapaun	Un capone
Cheese	Du fromage	Käse	Del formaggio
Chicken	Un poulet	Hühnchen	Un pollastro
Chocolate	Du chocolat	Chocolade	Della cioccolata
Chop	Une côtelette	Cotelette	Una cotoletta
Claret	Du vin de Bordeaux	Bordeauxwein	Del vino de Bordeaux
Coffee	Le café	Kaffee	Il caffè
Cup (tea or coffee)	Une tasse (à thé, à café)	Obertasse	Una tazza de caffè
Decanter	Une carafe	Karaffe	Una caraffa
Dining room	La salle à manger	Speisezimmer	Il salone da pranzo
Egg	Un œuf	Ei	Della nova
Fish	Du poisson	Fisch	Del pesce
Fork	Une Fourchette	Gabel	La forchetta
Fowl—Poultry	Une volaille	Geflügel	Un pollo —pollame
French wine	Du vin de France	Franzwein	Vino di Francia
Game—Venison	Du gibier—De la venaison	Wildpret	Della cacciagione
Glass	Un verre	Glas	Un bicchiere
Grape	Du raisin	Weintraube	Dell' uva
Half a bottle of wine	Une demi-bouteille	Halbe Flasche Wein	Una mezza bottiglia
Ham	Un jambon	Schinken	Un presciutto
Have you a table d'hôte here?	Y-a-t-il une table d'hôte ici?	Haben Sie eine Table d'hôte hier?	Cè tavola rotonda in quest' albergo?
Lamb	De l'agneau	Lammfleisch	Dell' agnello
Leg of Mutton	Un gigot	Hammelkeule	Uno cosciotto di castrato
Lemon	Un citron	Citrone	Un limone
Lettuce	De la laitue	Lattich	Della lattuga
List of wines	La carte des vins	Weinkarte	La lista dei vini
Meat	De la viande	Fleisch	Della carne
Milk	Du lait	Milch	Del latte
Mineral water	De l'eau minérale	Mineralwasser	Dell' acqua minerale
Mulled beer	De la bière chaude	Warmbier	Birra calda
Mulled wine	Du vin chaud	Warmer wein	Vino bollente con arromi e zucchero
Mutton	Du mouton	Hammelfleisch	Del castrato
Mutton-chop	Une côtelette de mouton	Hammel-Cotelette	Una costeletta di castrato
Omelet	Une omelette	Eierkuchen	Una frittata
Oyster	Une huître	Auster	Un ostrica

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Parmesan cheese	Du fromage de parmesan	Parmesankäse	Del Parmegiano
Pastry	De la pâtisserie	Mehlspeise	Della pasticceria
Peach	Une pêche	Pfirsich	Una pesca—persica
Pie	Un paté	Pastete	Un pasticcio
Poached egg	Des œufs pochés	Eier, gesetzte	Della nova affogate
Port	Du vin d'Oporto	Portwein	Del vino di Porto
Potatoe	Des pommes de terre	Kartoffel	Delle patate—dei pomi di terra
Rabbit	Un lapin	Kaninchen	Un coniglio
Roll	Un petit pain	Weissbrod (Semmel)	Un panetto
Salad	De la salade	Salat	Dell' insalata
Salmon	Du saumon	Lachs	Del salmone
Sandwich	Des sandwiches (tartines beurrées à la viande	Fleischbutterbrod (Fleischbutter-schnitte)	I sandwich (fette di pane con della carne in mezzo
Send up the dinner	Faites servir le dîner	Lassen Sie anrichten	Ordinate il pranzo
Sherry	Du vin de Xérès	Xereswein	Del Scerri
Spirits	Des liqueur fortes, spiritueuses	Geistige Getränke	Dello spirito
Spoon	Une cuillère	Löffel	Un cucchiajo
Sugar	Du sucre	Zucker	Dello zucchero
Tumbler	Un grand verre	Bierglas	Un bicchiere
Vegetables	Des légumes	Gemüse	Dei vegetali
Water	De l'eau	Wasser	Dell' acqua
Wine	Du vin	Wein	Dell vino
Departure.	**Depart.**	**Abreise.**	**Partita.**
For the attendance	Pour le service	Für die Aufwartung	Per la servitu
Paying the bill	Palement du compte	Bezahlung	Per Pagare il conto
Small change	De la petite monnaie	Kleine Münze	Moneta piccola
I want change for a gold Napoleon	Voudriez-vous me changer un Napoléon d'or?	Wechseln Sie einen Napoleon d'or	Avrei bisogno di cambiare un Napoleone d'oro
Letter-writing.	**La Correspondance.**	**Das Briefschreiben.**	**La Corresponderza**
A pen	Une plume	Gänsefeder	Una penna
Blotting-paper	Du papier brouillard	Löschpapier	Della carta sugante
Direction	L'addresse	Adresse	La direzione
Envelope	Une envelope	Umschlag	Una sopracarta
Letter paper	Papier à lettre	Postpapier	La carta da lettere
Letter to be left till called for	Poste restante	Postrestante	Posta restante — lettere ferme in posta
Post	La poste	Post	La posta
Sealing-wax	De la cire à cacheter	Siegellack	La cera lacca
Stamps	Timbres de poste	Francomarke	Stampiglio per poste
Steel pen	Une plume d'acier	Stahlfeder	Una penna d'acciajo
To prepay Postage	Affranchir une lettre	Frankiren	Affrancare
Wafer	Un pain à cacheter	Oblate	Un' ostia
In a Town.	**Dans une Ville.**	**In einer Stadt.**	**In una Citta**
Address	L'addresse	Adresse	L'indirizzo
Apothecary	Un apothicaire	Apotheker	Uno speziale
Bank	La banque	Bank	La banca
Cabman	Le cocher	Droschkenkutscher	Cocchiero
Cab stand	Une station de voitures	Droschkenstation	Stazione di carozze
Collections of natural curiosities—of works of art	Un cabinet d'histoire naturelle—un musée	Naturalien—Kunst-sammlungen	I gabinetti di storia naturale—d'arti
Custom House	La douane	Zollhaus	La dogana
Dining house	Le restaurant	Speisehaus	La trattoria
Everything worth seeing (curiosities)	Les curiosités—Tout ce qui mérite d'être vu	Merkwürdigkeiten	Tutto quello che merita da esser veduto
Garden—Public walks	Le Jardin public — La promenade publique	Garten—Offentliche Spaziergänge	Le passeggiate publiche

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Glover	Le gantier	Handschuhmacher	Il guantajo
Goldsmith--Jeweller	L'orfèvre	Goldschmied--(Arbeiter)	L'orefice
Hotel	L'hôtel	Gasthof (Hotel)	L'albergo
Hotel keeper	L'aubergiste	Gastwirth	L'albergatore
Money changer	Le changeur	Geldwechsler	Il cambiatore
Palace	Le palais	Schloss (Palais)	Il palazzo
Police magistrate	Le commissaire du quartier	Polizei	Il commissario del rione
Police office	Le bureau de police	Polizeibureau	L'ufficio di polizia
Theatre	Le théâtre	Schauspielhaus	Il teatro
The best way	Le chemin le plus courte	Der kürzeste Weg	Il cammino più corto
Turn to the right—the left	Tourner à droite — à gauche	Rechts (links)—wenden	Volgerse a destra—a sinistra
Washerwoman	La blanchisseuse	Wäscherin	La lavandaja
Hiring Furnished Lodging.	**Pour louer un Appartement Meuble.**	**Eine' Wohnung zu Miethen.**	**Per pigliare in fitto degli Appartamenti Mobiliati.**
Blanket	Une couverture de laine	Wollene decke	Una coperta di lana
Bottle	Une carafe—une bouteille	Flasche (bouteille)	Una bottiglia
Candle	La chandelle	Licht	Una candela
Candlestick	Le chandelier—le flambeau	Leuchter	Un candeliere
Chair	Une chaise	Stuhl	Una sedia
Chamber	Une chambre (qu'on ne peut chauffer)	Zimmer (Kammer)	Una camera
Coal	Du charbon de terre	Steinkohle	Il carbon fossile
Glass	Un verre	Glas	Un vetro ; cristallo
Key	La clef	Schlüssel	La chiave
Landlord	Le propriétaire	Hauswirth	Il padrone di casa
Room	Une chambre (qu'on peut chauffer)	Zimmer (Stube)	Una stanza
Snuffers	Les mouchettes	Putzscheere — (Lichtschere)	Lo smoccolatojo
Soap	Le savon	Seife	Il sapone
Staircase	L'escalier	Treppe	La scala
Story	Un étage	Stockwerk	Un piano
Towel	Une serviette	Handtuch	Una sciugamano
Wax candle	Une bougie	Wachslicht	Una candela di cera
Water-closet	Le cabinet d'aisances	Abtritt	Il comodo ; necessario
In a Coffee-house.	**Dans un Cafe.**	**Im Caffeehause.**	**In un Caffe.**
A small cup of coffee	Une demi tasse de café	Kleine tasse caffee	Una chicchera di caffè
A glass of water with sugar	Une verre d'eau sucrée	Ein glas Zuckerwasser	Un bicchier d'acqua con zucchero
Beer	De la bière	Bier	La birra
Coffee with hot milk	Du café au lait	Caffee mit heisser Milch	Il caffè con latte
Glass of Cognac, negus, lemonade, punch	Un petit verre de Cognac, de vin chaud, de limonade, de punch	Glas Cognac, Bischof, Limonade, Punsch	Un bicchierino di Cognac, di vino caldo, di limonata, di ponche
Waiter	Le garçon	Kellner	Il cameriere
The Banker.	**Le Banquier.**	**Der Banquier.**	**Col Banchiere.**
Account	Compte	Rechnung	Conto
Advance	Avance	Vorschuss	Anticipazione
Advice	Avis	Bericht	Avviso
Bank note	Un billet de banque	Banknote	Biglietto di banco
Cash	Argent comptant	Baar Geld	Cassa
Check	Un bon au porteur	Anweisung	Un' ordine
Clerk	Un commis	Handlungsgehülfe	Uno scrivano
Course of exchange	Le cours du change	Wechselcours	Il corso del cambio
Gold	De l'or	Gold	L'öro
Letter of credit	Une lettre de crédit	Creditbrief	Una lettera di credit
Receipt	Quittance	Quittung	Una ricevuta

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
The Theatre.	**Le Theatre.**	**Das Theater.**	**Il Teatro.**
Actor	Un acteur	Schauspieler	Un' attore
Actress	Une actrice	Schauspielerin	Un' attrice
Box	Une loge	Loge	Un palco—una loggia
Interlude	Une petite pièce	Zwischenspiel	Un intermezzo
Lobby	Le vestibule	Vorhalle	Il corridojo
Opera	Un opéra	Oper	Un' opera
Orchestra	L'orchestre	Orchester	L'orchestra
Pit	Le parterre	Parterre	La platea
Play-bill	Affiche	Theaterzettel	Il programma
Scenery	Les décors	Decoration	La decorazione
Stall	Une stalle	Gesperrter Sitz	Un posto numerato
Ticket	Un billet	Billet	Un biglietto
A Hackney-Coach.—A Cab.	**La Voiture de louage—le fiacre—le cabriolet.**	**Ein Miethwagen—Fiaker—Droschke.**	**La Carozza d'affitto.**
Drive me to———Street No. —	Conduisez moi a la Rue—Numéro —	Fahrt mich nach der—Strasse—No.	Conducite mi alla Strada ——Numero—
Engage by the hour	Prendre à l'heure	Stundenweise miethen	Prendere per ora
Hackney-coach	Un fiacre	Lohnkutsche	Una carrozza da nolo, d'affitto
I will be back directly	Je reviendrai dans un instant	Ich komme gleich zurück	Ritorno subito
Stop here	Arrêtez	Haltet hier	Fermatevi qui
What have I to pay?	Qu'ai je à payer?	Was habe ich zu zahlen?	Quanto devo dare?
What is the fare?	Quel est le prix de la course?	Was ist die taxe?	Quant' è il prezzo corsa?
Gentleman's Toilet.	**De la toilette d'un homme.**	**Herren Toilette.**	**Per la toeletta d'un signore.**
Boot-jack	Le tirebotte	Stiefelknecht	Il cava-stivali
Brush	Une brosse	Burste	Una spazzola
Collar	Un collet	Kragen	Un collaro
Comb	Un peigne	Kamm	Un pettine
Cravat—neckcloth	Une cravate	Halstuch	Una cravatta
Drawers	Des caleçons	Unterhosen	Le mutande
Great-coat	Un surtout—un paletôt	Oberrock	Un cappotto
Handkerchief	Un mouchoir	Schnupftuch	Un fazzoletto
Shirt	Une chemise	Hemd	Una camicia
Stockings	Des bas	Strumpf	Le calze
Waistcoat	Un gilet	Weste	Un corpetto
A Lady's Toilet.	**De la toilette d'une dame.**	**Damen-Toilette.**	**Per la toeletta d'una signora.**
Cap	Un bonnet	Haube	La cuffia
Chemise	Une chemise	Hemd	Una camicia
Chemisette	Une chemisette	Chemisette	Una camicetta
Glove	Un gant	Handschuh	Un guanto
Lace hole (*of* stays)	Oeillet	Schnürloch	Un occhiello—asolo
Linen	Du linge	Leinwand	Della tela
Morning-cap	Le bonnet du matin	Negligéhaube	La cuffia di matina
Neckkerchief	Fichu	Halstuch	Un fazzoletto
Petticoat	Jupe—jupon	Unterrock	Una sottana—sotto veste
Shoe	Un soulier	Schuh	Una scarpa
Shawl	Un châle	Shawl	Uno sciallo
Skirt	Le pan	Rock	La veste gonella
The Washerwoman.	**La blanchisseuse.**	**Die Waschfrau.**	**La Lavandaja**
Apron	Un tablier	Schürze	Un grembiale
Cap (*of* a man)	Bonnet d'homme	Mütze	Un berretto
Cap (*of* a woman)	Bonnet de femme	Haube	Una cuffia
Chemise	Une chemise de femme	Frauenhemde	Una camicia da donna
Collar	Un col de chemise	Kragen	Un collo da camicia
Cotton stockings	Des bas de coton	Baumwollen-strümpfe	Delle calze di cotone

ENGLISH.	FRENCH.	GERMAN	ITALIAN.
Cravat	Une cravate	Halsbinde	Una cravatta
Dirty linen	Le linge sale	Schmutzige Wäsche	Il mio sporco
Drawers	Un caleçon	Unterhose	Le mutande
Dress gown	Peignoir	Kleid	Una veste gonna
Dressing-gown	Une robe de chambre	Schlafrock	Una veste da camera
Flannel waistcoat	Un gilet de flanelle	Flanellhemd	Del corpetto di flanella
Linen to be washed	Le linge à blanchir	Schmutzige Wäsche	Da lavare la biancheria
Napkin	Une serviette	Serviette	Una salvietta
Night cap (of muslin)	Bonnet de nuit	Haube	Una cuffietta da notte
Night cap (of woollen)	Un bonnet de nuit	Nachthaube	Una berretta da notte
Night shirt	Une chemise de nuit	Nachthemd	Una camicia da notte
Petticoat	Un jupon	Unterrock	Una sottana
Pocket handkerchief	Un mouchoir de poche	Taschentuch	Un fazzoletto da sacca
Sheets	Des draps de lit	Bettlaken	Lenzuoli
Shirt	Une chemise d'homme	Männerhemd	Una camicia da uomo
Stays	Un corset	Schnürleib	Un busto
Stockings (a pair)	Un paire de bas	Strümpfe (ein Paar)	Un paio di calze
To mend the shirts	Faire raccommoder les chemises	Hemden ausbessern	Fare rappezzare le camicie
Towel	Une serviette	Handtuch	Un asciugamano
Trousers	Des pantalons	Hosen	Un paio di calzoni
Waistcoat	Un gilet	Weste	Un giubbetto
Washing bill	La note du linge	Wäschrechnung	La nota della biancheria
Worsted stockings	Des bas de laine	Wollene Strümpfe	Delle calze di lana
The Physician	**Le Médecin**	**Der Arzt**	**Il Medico**
Ague fever	Fièvre intermittente	Wechselfieber	Una febbre—la terzana
Bath	Un bain	Bad	Un bagno
Barley water	De l'eau de orge	Gerstenwasser	Dell'acqua d'orzo
Castor oil	Huile de ricin	Ricinus Oel	Olio di ricino
Catarrh	Un catarrhe	Schnupfen	Un catarro
Cold	Un rhume	Erkältung	Un raffreddatura
Constipation	Constipation	Verstopfung	Costipazione
Cough	La toux	Husten	La tosse
Diarrhœa	La diarrhée	Durchfall	La diarrea
Doctor's fee for a visit	Les honoraires d'une visite	Honorar für einen Besuch	Onorario di un dottore per una visita
Emetic	Emétique	Brechmittel	Un emetico
I feel myself very unwell	Je me sens très mal	Ich bin sehr unwohl	Mi sento molto male
Illness	La maladie	Krankheit	La malattia
Indisposition	Une indisposition	Unpässlichkeit	Una indisposizione
Prescription	Une ordonnance	Recept	La ricetta
Purgative	Un purgatif	Abführungsmittel	Un purgativo
Rhubarb	De la rhubarbe	Rhabarber	Il rabarbaro
Shivering	Un frissonnement	Frösteln	Il brivido
Stomach pain	Mal de ventre	Magenschmerz	Il mal di stomaco
Twice a day	Deux fois par jour	Zweimal täglich	Due volte il giorno

PARIS AND THE CONTINENT.

DAILY DIRECT SERVICE.

VIA NEWHAVEN AND DIEPPE.

By the swift and powerful Steamers as under (wind and weather permitting).

LONDON TO PARIS.

NOV.	Trains leave Pimlico.	Trains leave London Bridge.	Steamer leaves Newhaven.	Trains leave Dieppe.	NOV.	Arrive in Paris
Tues.. 1	7 45 a.m.	8 0 a.m.	11 10 a.m.	8 0p.m.	1	12 15 midn.
Wed... 2	7 45 ...	8 0 ...	12 15 noon	8 0 ...	2	12 15 ...
Thurs. 3	10 50 ...	11 0 ...	1 30 p.m.	9 45 ...	4	5 5 a.m.
Fri.... 4	5 50 ...	6 0 ...	9 0 a.m.	8 0 ...	4	12 15 midn
Sat.... 5	7 45 ...	8 0 ...	10 30 ...	8 0 ...	5	12 15 ...
Mon... 7	7 45 ...	8 0 ...	12 0 noon	8 0 ...	7	12 15 ...
Tues... 8	7 45 ...	8 0 ...	12 30 ...	8 0 ...	8	12 15 ...
Wed... 9	10 50 ...	11 0 ...	1 0 p.m.	8 0 ...	9	12 15 ...
Thurs.10	10 50 ...	11 0 ...	1 30 ...	9 45 ...	11	5 5 a.m.
Fri. ...11	10 50 ...	11 0 ...	2 0 ...	9 45 ...	12	5 5 ...
Sat. ...12	5 50 ...	6 0 ...	8 40 a.m.	8 0 ...	12	12 15 midn
Mon...14	5 50 ...	6 0 ...	9 30 ...	8 0 ...	14	12 15 ...
Tues...15	7 45 ...	8 0 ...	10 30 ...	8 0 ...	15	12 15 ...
Wed...16	7 45 ...	8 0 ...	11 20 ...	8 0 ...	16	12 15 ...
Thurs.17	7 45 ...	8 0 ...	12 20 noon	8 0 ...	17	12 15 ...
Fri. ...18	10 50 ...	11 0 ...	1 43 p.m.	9 45 ...	19	5 5 a.m.
Sat. ...19	5 50 ...	6 0 ...	9 0 a.m.	8 0 ...	19	12 15 midn
Mon...21	7 45 ...	8 0 ...	11 20 ...	8 0 ...	21	12 15 ...
Tues..22	7 45 ...	8 0 ...	12 10 noon	8 0 ...	22	12 15 ...
Wed...23	10 50 ...	11 0 ...	1 0 p.m.	8 0 ...	23	12 15 ...
Thurs 24	10 50 ...	11 0 ...	1 40 ...	9 45 ...	25	5 5 a.m.
Fri....25	10 50 ...	11 0 ...	2 10 ...	9 45 ...	26	5 5 ...
Sat. ...26	5 50 ...	6 0 ...	8 40 a.m.	8 0 ...	26	12 15 midn
Mon...28	5 50 ...	6 0 ...	9 30 ...	8 0 ...	28	12 15 ...
Tues...29	7 45 ...	8 0 ...	10 30 ...	8 0 ...	29	12 15 ...
Wed...30	7 45 ...	8 0 ...	11 0 ...	8 0 ...	30	12 15 ...

PARIS TO LONDON.

NOV.	Trains leave Paris.	NOV.	Steamer leaves Dieppe.	Trains leave Newhaven.	Arrive at Lond'n Br.	Arrive at Pimlico.
Mon...31	12 15 midn.	1	11 20 a.m.	5 55 p.m.	8 0p.m.	8 10 p.m.
Tues... 1	12 15 ...	2	12 20 noon	7 25 ...	9 45 ...	9 50 ...
Wed... 2	12 15 ...	3	7 0 a.m.	4 0 ...	6 20 ...	6 25 ...
Thurs. 3	12 15 ...	4	8 0 ...	4 0 ...	6 20 ...	6 25 ...
Fri. ... 4	12 15 ...	5	9 15 ...	5 55 ...	8 0 ...	8 10 ...
Sun.... 6	12 15 ...	7	11 0 ...	5 55 ...	8 0 ...	8 10 ...
Mon... 7	12 15 ...	8	11 45 ...	7 25 ...	9 45 ...	9 50 ...
Tues.. 8	12 15 ...	9	12 20 noon	7 25 ...	9 45 ...	9 50 ...
Wed... 9	12 15 ...	10	7 15 a.m.	4 0 ...	6 20 ...	6 25 ...
Thurs.10	12 15 ...	11	7 50 ...	4 0 ...	6 20 ...	6 25 ...
Fri. ...11	12 15 ...	12	8 30 ...	4 0 ...	6 20 ...	6 25 ...
Sun....13	12 15 ...	14	9 40 ...	5 55 ...	8 0 ...	8 10 ...
Mon...14	12 15 ...	15	10 30 ...	5 55 ...	8 0 ...	8 10 ...
Tues...15	12 15 ...	16	11 20 ...	5 55 ...	8 0 ...	8 10 ...
Wed...16	12 15 ...	17	12 30 noon	7 25 ...	9 45 ...	9 50 ...
Thurs.17	12 15 ...	18	7 0 a.m.	4 0 ...	6 20 ...	6 25 ...
Fri. ...18	12 15 ...	19	8 0 ...	4 0 ...	6 20 ...	6 25 ...
Sun....20	12 15 ...	21	10 30 ...	5 55 ...	8 0 ...	8 10 ...
Mon...21	12 15 ...	22	11 20 ...	7 25 ...	9 45 ...	9 50 ...
Tues...22	12 15 ...	23	12 0 noon	7 25 ...	9 45 ...	9 50 ...
Weds.23	12 15 ...	24	7 15 a.m.	4 0 ...	6 20 ...	6 25 ...
Thurs.24	12 15 ...	25	7 50 ...	4 0 ...	6 20 ...	6 25 ...
Fri. ...25	12 15 ...	26	8 30 ...	4 0 ...	6 20 ...	6 25 ...
Sun....27	12 15 ...	28	9 45 ...	5 55 ...	8 0 ...	8 10 ...
Mon...28	12 15 ...	29	10 20 ...	5 55 ...	8 0 ...	8 10 ...
Tues...29	12 15 ...	30	11 0 ...	5 55 ...	6 0 ...	8 10 ...

The Steamers sail from the Railway Wharf at Newhaven, immediately adjoining the Railway Terminus, the Hotel, and the Custom House.

THROUGH FARES.—LONDON TO PARIS.

First Class 28s. Second Class 20s. In addition to which, a charge will be made on board the Steamers of 1s. each 1st class, and 6d. each 2nd class passenger, in lieu of Steward's Fee.

RETURN TICKETS.—First Class, 50s.; Second Class, 36s.; available for One Month.

THE SOUTH EASTERN RAILWAY.

THE QUICKEST AND BEST ROUTE

To Paris, Marseilles (the Overland Route to India), Switzerland, Italy, Spain, Belgium, Hanover, Germany, the Rhine, and all parts of Europe.

FOUR CONTINENTAL SERVICES DAILY

DAILY TIDAL SERVICE BETWEEN

LONDON AND PARIS,

IN TWELVE HOURS,

Via Folkestone and Boulogne, by Special Steamers and Special Express Trains.

By the Company's first-class boats. The voyage by this service being always made near high tide, passengers walk on board and on shore. Small boats are never used. The Trains are accompanied by an *Interpreting Conductor*.

Paris RETURN TICKETS are NOW ISSUED.

For Times of departure see the Company's Time Book. **Return Tickets are issued, 1st and 2nd Class.**

OFFICES WHERE THROUGH TICKETS AND INFORMATION CAN BE OBTAINED:—

CHIEF OFFICES:—London Bridge Station.

WEST END—40, Regent Circus, Piccadilly; CITY—20, Moorgate Street;

PARIS OFFICE:—4, Boulevard des Italiens, opposite the Rue de Richelieu.

BOULOGNE—18, Quai des Paquebots; CALAIS—6, Rue de Guise: BRUSSELS—74, Montagne de la Cour: ANTWERP—5, Rue de la Place Verte. GHENT—43, Rue des Champs: LIEGE—Place du Theatre: AIX-LA-CHAPELLE—43, Buchel: COLOGNE—3, Friedrich Wilhelm Strasse: BONN—453, Am Markt: FRANKFORT (O M)—12, Langgasse, WIESBADEN—13, Langgasse: IRELAND—Fleetwood Steam Packet Office, Belfast.

NOTE.—The hours of arrival in Paris, and of sailing from Calais and Boulogne, are in accordance with *French Time*, which is ten minutes in advance of English Time.

LONDON TO PARIS.

DATES.		Leave London.	Leave Folkestone	Day	Leave Boulogne.	Arrive in Paris.
Tues.	1	8 30 a.m.	12 40 p.m.	1	4 30 p.m.	10 25 p.m.
Wed.	2	8 30 ...	1 30 ...	2	4 30 ...	10 25 ...
Thurs.	3	*1 30 p.m.	4 30 ...	3	9 0 ...	4 30 a.m.
Friday	4	*1 30 ...	4 30 ...	4	9 0 ...	4 30 ...
Satur.	5	*1 30 ...	4 45 ...	5	9 0 ...	4 30 ...
Sunday	6	*2 30 ...	5 35 ...	6	9 0 ...	4 30 ...
Mon.	7	5 40 a.m.	8 15 a.m.	7	11 40 a.m.	5 55 p.m.
Tues.	8	5 55 ...	8 40 ...	8	11 40 ...	5 55 ...
Wed.	9	5 55 ...	8 40 ...	9	11 40 ...	5 55 ...
Thurs.	10	5 55 ...	8 40 ...	10	11 40 ...	5 55 ...
Friday	11	8 30 ...	11 10 ...	11	4 30 p.m.	10 25 ...
Satur.	12	8 30 ...	11 30 ...	12	4 30 ...	10 25 ...
Sunday	13	8 30 ...	Noon.	13	4 30 ...	10 25 ...
Mon.	14	8 30 ...	12 30 p.m.	14	4 30 ...	10 25 ...
Tues.	15	8 30 ...	1 20 ...	15	4 30 ...	10 25 ...
Wed.	16	8 30 ...	1 20 ...	16	4 30 ...	10 25 ...
Thurs.	17	8 30 ...	1 30 ...	17	4 30 ...	10 25 ...
Friday	18	*1 30 p.m.	4 15 ...	18	9 0 ...	4 30 a.m.
Satur.	19	*1 30 ...	4 30 ...	19	9 0 ...	4 30 ...
Sunday	20	*2 30 a.m.	4 45 ...	20	9 0 ...	4 30 ...
Mon.	21	*2 45 p.m.	5 45 ...	21	9 0 ...	4 30 ...
Tues.	22	5 40 a.m.	8 15 a.m.	22	11 40 a.m.	5 55 p.m.
Wed.	23	5 55 ...	8 40 ...	23	11 40 ...	5 55 ...
Thurs.	24	5 55 ...	8 40 ...	24	11 40 ...	5 55 ...
Friday	25	8 30 ...	11 10 ...	25	4 30 p.m.	10 25 ...
Satur.	26	8 30 ...	11 30 ...	26	4 30 ...	10 25 ...
Sunday	27	8 30 ...	11 30 ...	27	4 30 ...	10 25 ...
Mon.	28	8 30 ...	12 30 p.m.	28	4 30 ...	10 25 ...
Tues.	29	8 30 ...	1 20 ...	29	4 30 ...	10 25 ...
Wed.	30	8 30 ...	1 20 ...	30	4 30 ...	10 25 ...

PARIS TO LONDON.

DATES.		Leave Paris.	Day	Leave Boulogne.	Leave Folkestone	Arrive in London.
Tues.	1	8 0 a.m.	1	2 30 p.m.	5 30 p.m.	9 30 p.m.
Wed.	2	8 0 ...	2	2 30 ...	5 30 ...	9 30 ...
Thurs.	3	8 0 ...	3	2 30 ...	5 30 ...	9 30 ...
Friday	4	8 0 ...	4	3 40 ...	7 30 ...	10 0 ...
Satur.	5	8 0 ...	5	4 40 ...	7 30 ...	10 0 ...
Sunday	6	10 15 ...	6	6 0 ...	8 40 ...	11 0 ...
Mon.	7	10 15 ...	7	6 30 ...	9 5 ...	11 35 ...
Tues.	8	10 15 ...	8	7 0 ...	9 35 ...	12 5 a.m.
Wed.	9	10 15 ...	9	7 30 ...	10 5 ...	12 35 ...
Thurs.	10	*10 15 ...	10	8 15 ...	10 50 ...	1 20 ...
Thurs.	10	*10 30 p.m.	11	†10 50 a.m.	2 0 ...	6 0 p.m.
Friday	11	*10 30 ...	12	†10 50 ...	2 0 ...	6 0 ...
Satur.	12	*10 30 ...	13	Noon.	5 30 ...	9 30 ...
Sunday	13	*10 30 ...	14	†1 0 p.m.	5 30 ...	9 30 ...
Mon.	14	...	14	†1 0 ...	5 30 ...	9 30 ...
Tues.	15	8 0 a.m.	15	2 0 ...	5 30 ...	9 30 ...
Wed.	6	8 0 ...	16	2 30 ...	5 30 ...	9 30 ...
Thurs.	17	8 0 ...	17	2 30 ...	5 30 ...	9 30 ...
Friday	18	8 0 ...	18	2 40 ...	5 30 ...	9 30 ...
Satur.	19	8 0 ...	19	3 50 ...	7 30 ...	10 0 ...
Sunday	20	8 0 ...	20	4 40 ...	7 30 ...	10 0 ...
Mon.	21	10 15 ...	21	6 0 ...	8 35 ...	11 5 ...
Tues.	22	10 15 ...	22	6 40 ...	9 15 ...	11 45 ...
Wed.	23	10 15 ...	23	7 30 ...	10 5 ...	12 35 a.m.
Thurs.	24	*10 15 ...	24	8 15 ...	10 50 ...	1 20 ...
Thurs.	24	*10 30 p.m.	25	†10 50 a.m.	2 0 ...	6 0 p.m.
Friday	25	*10 30 ...	26	†10 50 ...	2 0 ...	6 0 ...
Satur.	26	*10 30 ...	27	11 30 ...	5 30 ...	9 30 ...
Sunday	27	*10 30 ...	28	†10 50 ...	2 0 ...	6 0 ...
Mon	28	...	28	†10 50 ...	2 0 ...	6 0 ...
Tues.	29	8 0 a.m.	29	2 0 p.m.	5 30 ...	9 30 ...
Wed.	30	8 0 ...	30	2 30 ...	5 30 ...	9 30 ...

On the days marked thus (†) there will be a second boat leaving Folkestone for Boulogne:—9th, 7.15 p.m.; 10th, 7.40 p.m.; 14th, 8.10 p.m.; 23rd, 7.15 p.m.; 24th, 7.15 p.m.; 25th, 7.45 p.m.; and thus (†) from Boulogne for Folkestone:—10th, 8 a.m.; 11th, 9 a.m.; 12th, 9 a.m.; 24th, 9 a.m.; 25th, 9 a.m.; 26th, 9 a.m. **Baggage** can be registered from London and Folkestone, and Paris and Boulogne respectively, on all days except those marked thus (*), when it is examined at the Port. Holders of Through Tickets will be allowed 56lbs weight free of charge, and without any Registration Fee.

REGULAR TRAINS BETWEEN BOULOGNE AND PARIS.

		a.m.	Fast p.m.			p.m.
Boulogne	dep.	6 0	11 40	4 30		9 0
Abbeville	.....	8 0	1 34	6 5		11 0
Amiens	arr.	9 15	2 25	6 55		11 55
	dep.	9 35	2 40	7 15		12 10
Paris	..... arr.	1 35	5 55	10 25		4 10
		p.m.	p.m.	p.m.		a.m.

		a.m.	a.m.		p.m.	p.m.	
Paris	..... dep.	...	8 0		10 15	8 0	
Amiens	arr.	...	11 0		1 55	5 45	
	dep.	7 0	11 10		2 30	6 5	
Abbeville	.....	8 20	12 0		3 14	7 24	
Boulogne	arr.	10 20	1 35		4 50	9 35	
		a.m.	p.m.		p.m.	p.m.	

		p.m.	p.m.	
		4 30	10 30	
		8 15	2 35	
		...	2 55	
		...	4 10	
		...	6 30	
			a.m.	

Boulogne Station is at Capecure, a short distance from the Harbour. Omnibuses convey Passengers from the Custom House to the Station, where Refreshments can be obtained

Fares: Boulogne to Paris—1st Class, 20fr. 45c., or 23s. 11d; 2nd Class, 14fr. 35c., or 17s. 3d.; 3rd Class, 10 fr. 70 c., or 12s. 3d.

LONDON TO PARIS, *viâ* DOVER AND CALAIS.

London	dep.	8 30 a.m.	*1 30 p.m.	8 45 p.m.	Paris	dep.	8 0 a.m.		1 35 p.m.	7 40 p.m.	
Ashford	...	11 0 ...	4 0 ...	10 45 ...	Amiens	...	11 0 ...		4 55 ...	11 0 ...	
Dover	...	2 0 p.m.	6 0 ...	2 0 a.m.	Calais	...	2 10 p.m.		7 10 p.m.	1 0 a.m.	
Calais	...	5 30 ...	9 30 ...	5 30 ...	Dover	...	7 30 ...		11 0 ...	4 30 ...	

FIXED DAILY SERVICES, via DOVER.—London to Germany, the Rhine, &c.

Sea Passage Two Hours.—Paris Return Tickets Issued.

The quickest route to Brussels by an hour and a half; and the only one giving Second as well as First Class accommodation throughout.

Boats sail from **DOVER** every day at 11 10 a.m. **CALAIS** every day at 3½ p.m. Mail Boats sail from **DOVER** at 4½ (Sunday excepted) and 11½ p.m. From **CALAIS** for **DOVER**, at 10½ p.m. (Saturday excepted) and 1½ a.m. From **DOVER** for **OSTEND**, at 11½ p.m. From **OSTEND** for **DOVER**, at 8½ p.m. or as soon after as the arrival of the Trains in connection will permit.

From LONDON

		a.m.			p.m.	
London	depart	9 30		1 30	8 40	
Dover	"	11 0		4 0	10 40	
Calais	"	6 0	p.m.	8 0	2 0	a.m.
Lille	arrive	4 20		10 15	4 0	
Paris	"	10 25		5 20	9 10	
†Brussels (Bois de Boulogne St.)		8 55			noon	
‡Brussels	"			5 30	noon	
§Brussels (North Station)		9 0			10 15	
Antwerp	arrive			7 40	11 30	
Amsterdam	"	1 10	a.m.	12 4	2 30	p.m.
Cologne	"	5 0		7 0	4 0	

To LONDON

				a.m.	p.m.
Cologne	depart	11 0		9 15	
Aix la Chapelle	"	1 30	a.m.	10 55	
Antwerp	"	6 15		3 0	4 30
§Brussels (North Station)		7 30		4 0	5 0
†Brussels (Bois de Boulogne St.)		7 40		4 15	5 0
‡Brussels,	do.	8 15		2 45 p.m.	5 0
Paris	depart	8 0		1 45	7 40
Lille	"	1 15	p.m.	9 10	5 10
Calais	"	3 30		10 30	10 30
Dover	"	7 30		2 0 a.m.	2 0 a.m.
London	arrive	10 0		4 30	4 30

* Sundays excepted. † Via Ghent. ‡ Via Quiévrain and Valenciennes. § Via Ghent. ‖ Saturdays excepted.

RATES FOR THROUGH TICKETS

LONDON to	First Class. Via Calais	First Class. Via Ostend	Second Class. Via Calais	Second Class. Via Ostend
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Paris (ordinary)	2 12 11	3 1 6	1 18 2	2 4 3
	Available for 7 Days			
Paris (first class)	4 13 0		1 5 0	
Lille (single)	3 6 8		3 11 5	
Lille (return)	6 13 4			
Strasburg	4 17 11		3 12 3	
	Available for 1 Month		Via Boulogne only	
Berlin	6 19 0		4 7 6	
Milan	7 11 3		4 11 9	

LONDON to	First Class. Via Calais	First Class. Via Ostend	Second Class. Via Calais	Second Class. Via Ostend	Cologne & Third beyond. Via Calais	Cologne & Third beyond. Via Ostend
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brussels	2 11 11	3 1 11	1 17 6	1 13 6		
Ghent	3 13 3	3 6 6	2 13 1	1 4 8		
Bruges	3 11 1	3 11 1	2 12 0	1 5 6		
Cologne	4 3 4 10	4 3 4 10	2 18 4	2 14 4		
Aix la Chapelle	3 6 11 3	3 6 7 1	2 4 3	2 4 3		
Berlin (viâ Emmerich)	3 0 12 17	0 4 3 7	4 0 0	0 0 0		
Utrecht	3 5 7 3	2 6 4	1 2 6	1 2 6		
Amsterdam	3 6 1 8	3 12 10	4 2 6	3 3		

LONDON to	First Class. Via Calais	First Class. Via Ostend	Second Class. Via Calais	Second Class. Via Ostend	Cologne & Third beyond. Via Calais	Cologne & Third beyond. Via Ostend
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brussels	2 11 11	3 1 11	1 17 6	1 13 6		
Ghent	3 13 3	3 6 6	2 13 1	1 4 8		
Bruges	3 11 1	3 11 1	2 12 0	1 5 6		
Cologne	4 3 4 10	4 3 4 10	2 18 4	2 14 4		
Aix la Chapelle	3 6 11 3	3 6 7 1	2 4 3	2 4 3		
Berlin (viâ Emmerich)	3 0 12 17	0 4 3 7	4 0 0	0 0 0		
Utrecht	3 5 7 3	2 6 4	1 2 6	1 2 6		
Amsterdam	3 6 1 8	3 12 10	4 2 6	3 3		

LONDON to	First Class. Via Calais	First Class. Via Ostend	Second Class. Via Calais	Second Class. Via Ostend	Available for
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Basle	13 2	7 12 17	8 0 2	5 10 4	2 Months.
Berlin	6 11	6 6 14	7 2 17	9 5 12	10
Ghent	5 12	0 5 7	0 5 0	0 4 15	2
Brunswick	5 13 13	3 8 10	5 0	7 4 15	8
Dresden	7 5 10	7 0 10	6 2 0	7 17	4
Florence	5 7	5 2 6	4 16	4 4 11	4
Hamburg	6 0	5 15	5 6	5 5 1	0
Leipsic	6 16	6 3	5 14	5 9	2
Munich	6 4	17 19	4 5 7	5 5	2
Paris	11 2	10 17	8 8 11	9 9 14	10
Prague			15	10	4
Vienna		19 11	11	7 19	0

LONDON to	First Class. Via Calais	First Class. Via Ostend	Second Class. Via Calais	Second Class. Via Ostend	Available for
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Basle (ordinary)	1 5 6		1 0 0		7 days.
Berlin (first class)	2 5 6		1 10 0		14 days.
Cologne (single)	1 10 6		1 1 9		7 days.
Do. (return)	2 5 0		1 11 0		14 days.
Basle (single)	1 17 3		1 5 9		7 days.

N.B.—**CHILDREN'S FARES**—Three Children can at one time travel with Parents for half the Fare, and Children under Three Years of age, not occupying Carriages, are taken free between their parents' knees.

Fares between Folkestone and Boulogne or Dover and Calais either way:—
Chief Cabin 8s 6d; Cabin 4s 3d; Deck 2s 6d; Children under Three years old, free; under Twelve, 2s 6d.

Carriages 4 wheels each £2 2s; Carriages 2 wheels each £1 1s; Horses £1 5s; Dogs 2s 6d.

Children's Tickets.—Through Tickets to Paris are issued for Children (under Three years of age, not occupying Carriages, FREE; between Three and Twelve, Half Fare) available for the same period as Ordinary Tickets, but Children's Tickets are not issued for Saturday Excursions, 1st Class, 1st and 2nd Class, Return Tickets, or Tickets to Switzerland.

STEWARD'S FEE.—The above Rates, viâ Boulogne and Calais include Steward's Fee, a charge of 6d. being included for the same in the Fare.

BAGGAGE.—Passengers whose Baggage is not registered will be required to land with it during stay at Folkestone.

TICKETS.—Passengers are requested to purchase their Tickets and procure Seats previous to proceeding on board the Steam Vessels. The Offices for taking Tickets are—Folkestone, Pier Head, Harbour Railway Station.—Dover—At the Railway Office.

Charges Payable at Folkestone.
Landing or Shipping each Wheel Carriage 6d; Ditto each Horse, &c. 6d.
Uncoupling and Recoupling each Carriage for Examination, 2s 6d.

REGISTRATION OF BAGGAGE.—The Registration of Baggage affords the following advantages to Passengers:—Baggage registered (except to Brussels) is not required to be seen by the Custom House Officers on arrival at the place to which it is registered, the Passenger is saved from all trouble and expense of turning out his Baggage, and conveying it between the Train and Custom House, Baggage Duties being made payable at the Station of destination. Baggage registered pays only half charge, and the Passenger pays nothing beforehand, the charge for the Registration of Baggage according to the fixed Through Rates.—**GENERAL NOTICE.**—Baggage to be registered (Hand Baggage only will be the exception) for Through Tickets. Passengers who intend to register should arrive at the Station at least thirty minutes in advance of the time named for the departure of the Train and take out their Baggage Ticket, which must be produced before the Baggage will be delivered up at destination. *Merchandise* not received as Baggage in Cattle Trains. Baggage is never examined in London on Sunday. Where there is duty, the Baggage can be examined at the Ports, if so desired by the owner.

Registration between London and Paris.—Passengers can register their Baggage so as to save Custom examination until arrival in Paris or London respectively by the Express Trains.—The Hotel Dieppe between London and Paris. Charge for registering 6d per package. Baggage by this Train can be registered also at Folkestone and Boulogne. The 8½ a.m. (express) and the 8½ p.m. (mail) Trains from London charge 1s per package, and the 8½ a.m. (express) and the 8½ p.m. (mail) Trains from Paris, charge 1s per package. 100 lbs. registered Baggage is allowed for 1st Class Return Passenger, and 60 lbs. Second-class, both on the Northern of France and the South Eastern Railways. Through Rate for Hand Baggage, 1s per lb.

For particulars of Registration of Baggage between London, Belgium, and Germany, and for further information, see Messrs. Cook's Time Book.

PARIS, MARSEILLES, AND THE CONTINENT,
BY THE ROYAL AND IMPERIAL MAIL STEAM-PACKETS.

VIA DOVER AND CALAIS.—SHORTEST SEA PASSAGE.
TWICE DAILY.
MARSEILLES IN 35 HOURS ONLY.

The new and magnificent Steamers of the Royal and Imperial Service convey Passengers with the Mails daily and every night between Dover and Calais, *en route* to Paris, Marseilles, Malta, Brussels, Antwerp, Cologne, &c.; leaving Dover for Calais every week day at 4.5 p.m. and every day (Sundays included), at 11.15 p.m.—Calais for Dover every morning at 2.50 a.m. (Sundays included), and every night at 11 p.m. (Saturdays excepted).

		Day Service.	Night Service.
FROM LONDON.	LONDON ..... depart	* 1.30 p.m.	8.30 p.m.
	DOVER ..... „	4. 0 „	11.15 „
	CALAIS ..... „	8. 0 „	2. 0 a.m.
	PARIS ..... arrive	5. 5 a.m.	9.10 „
	MARSEILLES ..... „	6.30 „	6.35 „
TO LONDON.	PARIS ..... depart	1.45 p.m.	7.30 p.m.
	CALAIS ..... „	‖ 10.30 „	2 30 a.m.
	DOVER ..... „	2. 0 a.m.	5.20 „
	LONDON ..... arrive	4.30 „	7.45 „

BRUSSELS, COLOGNE, & THE RHINE (via Dover and Calais.)

From LONDON.				To LONDON.			
London ..... depart.	*1 30	p.m.	8 30 p.m.	Cologne ..... depart.	9 15	a.m.	9 15 a.m.
Dover ..... „	4 0	...	11 15 ...	Aix-la-Chapelle „	10 55	...	10 55 ...
Calais ..... „	8 0	...	2 0 a.m.	Antwerp ..... „	2 50	p.m.	12 15 p.m.
Lille ..... arrive	10 15	...	4 0 ...	§ Brussels, N. S. „	3 0	..	3 30 ...
† Brussels, Bogards St.	...	a.m.	11 50 ...	‡ Brussels, do.	...		3 30 ...
‡ Brussels, do.	5 30	...	11 50 ...	Lille ..... „	8 10	...	12 15 a.m.
§ Brussels, North Station	...	...	10 0 ...	Calais ..... „	‖ 10 30	...	2 30 ...
Antwerp ..... arrive	7 40	...	10 30 ...	Dover ..... „	2 0	a.m.	5 20 a.m.
Aix-la-Chapelle „	2 20	p.m.	2 20 p.m.	London ..... arrive	4 30	...	7 45 ...
Cologne ..... „	4 0	...	4 0 ...				

* Sundays excepted. † Via Tournay and Jurbise. ‡ Via Douai and Valenciennes. § Via Ghent. ‖ This steamer does not sail from Calais on Saturdays.

Fare, by the Steamers, First Class, 8/6; Second Class, 5/6. Children, half fares, including Steward's fee.

N.B. Passengers can walk on board the Steamers at any time of tide at Dover.

First, Second, and Third Class Trains leave London at 6.30 a.m.; and 5.30 p.m. for **Dover**, and **Dover** at 6.15 a.m. for **London**.

Through Tickets are issued to Calais, Paris, Brussels, and Cologne, available for Seven days from the date of issue. Fares by Railway and Steam-boat throughout.—

	£	s.	d.		£	s.	d.
LONDON to CALAIS.... 1st Class.	1	10	6	2nd Class.	1	1	2
LONDON to PARIS	3	1	6	.....	2	4	3
LONDON to BRUSSELS	2	11	11	.....	1	17	1
LONDON to COLOGNE	3	13	9	.....	2	13	1

Return Tickets—London to Paris and back, available for one month. First Class, £4 10s.; Second Class, £3 6.

Offices, Agents, &c.—**London**, Chief Office, 56, Lombard Street; **Paris**, M. Verbeckmoes, Rue Drohot; **Dover**, Admiralty Yard; **Calais**, M. De Rheims, and Mr. Thomsett, Vice Consul and Lloyd's Agent.

N.B.—Parcels of every description booked and forwarded to all parts of the Continent from the Chief Office, 56, Lombard Street, where every information relative to the Steam Boat Service, and Continental Travelling can be obtained either personally or by letter.

Their Imperial Majesties the Emperor and Empress selected the Co.'s Steam Packet "L'Imperatrice," to convey them from Dover to Boulogne on their return from England, April 21st, 1855.

Passengers should invariably register their Luggage through, direct from London to Paris, Brussels, and Cologne, by the Mail Train leaving London at 6.30 p.m., and from Paris to London by the train leaving Paris at 1.30 p.m., payment, 1s. per package. Passengers leaving Paris by 1.45 p.m. should register their Luggage to the Custom House, Dover; the Company will not be responsible in any way, for unregistered Luggage; the system of registering is adopted in order to facilitate the service, and to protect the passenger from porterage imposition.

[See next page.]

Continued from previous Page.

BRUSSELS, COLOGNE, HANOVER, HAMBURG, &c, AND THE RHINE,

VIA DOVER AND OSTEND.

THE ENGLISH AND BELGIAN ROYAL MAIL Swift and Powerful Steamers, sail Daily from

DOVER TO OSTEND, and from OSTEND TO DOVER,

performing the voyage in about four hours, and carrying the Prussian, Hamburgh, and Rotterdam Mails, thus ensuring punctuality and despatch. This will be found the shortest and most agreeable Route, as regards Customs, examination of Luggage, Passports, &c.

A Steamer leaves **Dover** for **Ostend** every night (except Sunday,) at 11 15 p.m., on the arrival of the Mail Train, (first Class only,) leaving the London Bridge Terminus of the South Eastern Railway, at 8 30 p.m., and **Ostend** for **Dover**, every evening except Saturday, about 6 30 p.m., on the arrival of the Mail Train from **Cologne, Brussels, &c.**

Routes to and from England to Belgium, the Rhine, and Germany.

Note.—The distance to Cologne, the Rhine, and all parts of Germany, is nearly 70 Miles less from Ostend than from Calais.

From LONDON.

LONDON	Dep.	5.30 p.m. 1 & 2 class.
		8.30 p.m. 1st cl. mail exp.
DOVER	Dep.	11.15 p.m.
OSTEND (1st class only)	Dep.	7.15 a.m.
MALINES	Dep.	9.50 a.m.
BRUSSELS	Arr.	10.15 a.m.
COLOGNE	Arr.	4. 0 p.m.
COLOGNE, for Hamburgh, Leipsic, Berlin, Vienna, Trieste, &c. ....Dep. 6.30 a.m. and 5.15 p.m.		

To LONDON.

COLOGNE 1st class Mail)	Dep.	9. 15a.m.
OSTEND	Arr.	6. 0 p.m.
BRUSSELS (1st class Mail)	Dep.	2. 0 p.m.
MALINES	Dep.	3.30 p.m.
OSTEND	Arr.	6. 0 p.m.
Ostend (steamer) waits for Cologne and Brussels Train, and leaves immediately Passengers and Luggage are on board.		
DOVER	Arr. about	11. 0 p.m.
.....	Dep.	2. 0 a.m.
LONDON	Arr.	4.30 a.m.

There are also the following Trains

DOVER, Dep. 5.30 a.m. 8.35 a.m. 8.0 a.m. 9.0 a.m. & 12.10noon.
LONDON, Ar. 7.30 „ 10.10 „ 10.30 „ 1.0 p.m. & 3.10 p.m.

Travellers may obtain Through Tickets and Pay their Fares to and from

		£	s.	d.		Fr.	c.		£	s.	d.		Fr.	c.
LONDON and	OSTEND....	1st Class. 1	17	9	or	47	20	2nd Class.	1	5	3	or	31	45
„	„ BRUSSELS	2	8	10	or	60	40	.....	1	13	6	or	41	45
„	„ AIX-LA-CHAPELLE..	3	1	10	or	76	45	.....	2	3	2	or	53	40
„	„ COLOGNE.....	3	9	6	or	83	95	.....	2	8	8	or	60	15

By Express Trains on South Eastern Railway, 1st Class Tickets admitted **without extra charge**; 2nd Class pay 7s. 6d. extra. These Tickets, or any portions of them, are available AT ANY TIME, THEY need not be used on the day they are purchased.

They also entitle the holder, during One Month from date of Continental Railway portion of Ticket, TO STOP at all the principal towns between Ostend and Cologne, or vice versa, and to continue his route at pleasure; the names of the towns are attached to the tickets.

FARES BY THE STEAMERS ONLY.

First Class, 15s.; 2nd Class, 10s.; Children, half-price.—1s. First Class, and 6d. Second Class, Steward's Fee. Holders of Through Tickets must also pay this fee.

Arrangements are made by which the Baggage of Passengers is registered throughout, free and 50 lbs. allowed free, from London to Ostend, Brussels, and Cologne, and vice versa, thereby insuring the safety of the Luggage, avoiding delays and charges, and protecting the Passenger from porterage imposition at Dover.

THE ENGLISH ROYAL MAIL STEAMERS,

leave **Dover**, Tuesdays, Thursdays, and Saturdays, and **Ostend**, Mondays, Wednesdays, and Fridays, the other portion of the Service being performed by the Steamers of the Belgian Government.

OFFICES, AGENTS, AND CORRESPONDENTS OF THE ENGLISH MAIL STEAMERS.

Those marked * issue Direct Through Tickets.

* Lennon, Chief Office, 55, Lombard Street.—*Paris, M. Vercheckmoes, Rue Dronot.—Ostend, M. Louis Cardon.—*Brussels, * M. Piddington, Montagne de la Cour.—*Malines Railway Station.

See also Bradshaw's British Railway and Steam Navigation Guide.

Travellers must be provided with Passports, see page 6.—Commodious Waiting Rooms on the Quay at OSTEND, with Refreshments. Luggage and Passports (which are indispensable) examined in the same Building. Registered or unregistered baggage and luggage belonging to Passengers proceeding to or from Germany is not examined by the Belgian Customs, if declared for transit, at Ostend, Cologne, or Aix-la-Chapelle.—At DOVER and OSTEND, Luggage of Passengers arriving by Mails is now examined at any hour of the day or night.—The opening of the Admiralty Pier at Dover, renders the use of small boats unnecessary.

N.B.—The new and magnificent Steamer, the Prince Frederick William, larger and of greater power than any other in the Channel, is now running on this Station.

LONDON AND PARIS.—Via NEWHAVEN and DIEPPE.

SHORTEST AND CHEAPEST ROUTE.

FARES THROUGHOUT.—Single Tickets, First Class 28s.; Second Class, 20s.
RETURN TICKETS, First Class, 50s.; Second Class, 36s.; available for One Month.

In addition to which, a charge will be made on board the Steamers of 1s. each 1st class, and 6d. each 2nd class passenger, in lieu of Steward's Fee.

These Tickets are available for four days from the date of issue, thus giving passengers who do not desire to proceed direct to Paris, the opportunity of staying a short time at Dieppe or Rouen, and they are available by any of the ordinary trains, as well as by the special and express trains running in connection with the steamers.

LONDON TO DIEPPE.

THROUGH FARES.—Single Tickets, First Class, 18s.; Second Class, 14s.
Return Tickets, available for Fourteen Days. First Class, 27s.; Second Class, 21s.

NEWHAVEN TO DIEPPE—First Class, 12s.; Second Class, 9s. Horses, 25s. Carriages, 40s.; Dogs, 2s. each. Stewards' Fees, 1st Class, 1s.; 2nd, 6d.

THE BRIGHTON STEAM PACKET COMPANY'S NEW AND POWERFUL STEAMERS are intended to sail (wind and weather permitting)

At the times stated in the Table on the Page immediately following the descriptive portion of the Guide.

See also BRADSHAW'S GENERAL RAILWAY AND STEAM NAVIGATION GUIDE of Great Britain and Ireland, in the pages preceding the alphabetical list of the Sailing of Steamers for the present month.

Through Tickets from Newhaven to Paris, or from Dieppe to London, must be obtained at the Offices of the Company, Newhaven, or at Dieppe, 35, Quai Henri IV., as they are not issued on board the Steamer. Passengers' luggage.—Passengers, proceeding direct from London by the Train running in correspondence with the Steamer, must book their luggage for Paris direct, and it will then be disembarked immediately upon the arrival of the Steamer at Dieppe, and conveyed to the Railway Terminus a charge of 1s. being made for such transport at the time of booking the luggage at the London Terminus. Each passenger is allowed 56lbs. of Luggage; any surplus will be charged one penny per lb. Passengers remaining at Dieppe until a later Train, must have their Luggage booked for Dieppe only, otherwise it will be sent on direct to Paris. Goods will be conveyed by these steamers 3 times a week each way. Passports for France can be obtained at Newhaven before the departure of the boat. Passengers leaving Paris for London, must be at the Terminus half an hour before the time appointed for starting, to book their luggage. For further particulars, apply to A. D. BOSSON, 7, Rue de la Paix, Paris; and 35, Quai Henri IV., Dieppe; Rouen, to Hte Delafosse, Grand Hotel d'Angleterre; to H. P. MAPLES, at the Company's Offices, 4, Arthur Street East, opposite the Monument, London Bridge; or at any Station on the London, Brighton, and South Coast, or Paris and Dieppe lines of Railway. [L.o.—4.

Reduced Fares!—ANTWERP, BRUSSELS, COLOGNE, HAMBURGH, BERLIN, LEIPZIG, DRESDEN, &c.

SEA PASSAGE, FIVE HOURS ONLY.

THE ANTWERP COMPANY'S New, Powerful, and very Splendid STEAM SHIP, "Baron Osy," 800 Tons Burthen, and 320 Horse Power (with a Bag of letters from the Post Office), F. W. PEIRCE, Commander, leaves the St. Katherine's Steam Wharf, near the Tower, every Sunday, at 12 o'clock (noon), returning from Antwerp every Wednesday afternoon at 1 o'clock. Travellers going by this Steamer may proceed by the Railroad *via* Antwerp & Cologne to Hamburgh, Berlin, Leipzig, Dresden, &c., with the short Sea Passage of 5 hours only. The Fares to Cologne are, first cl., 24fr. 95c. (£1.); second, 18fr. 40c. (14s. 9d.); third, 12fr. 40c. (10s.) The general accommodation for Passengers on board this renowned Steam Ship, as well as her spacious Ladies' and Private Cabins, are entirely unequalled. FARES—Chief Cabin, £1, 7s.; Fore Cabin, 20s.; Children under 10 years of age, half-price. Four-wheeled Carriages, £4, 4s.; Two-wheeled Carriages, £3; Horses, £3, 3s. The Ship takes in her Cargo at Iron Gate Stairs, and nothing is received on board without an order from the Agents. For Freight apply to the London Agents, Messrs. LIGHTLY and SIMON; and to secure berths, at the Offices, 123, Fenchurch Street (E.C.), and 1, New Coventry Street (W.), where (as well as at the Wharf) every information may be obtained. Horses and Carriages belonging to Passengers may be sent to the Wharf up to one hour of the time of starting. British Manufactured Goods to be shipped to the above (or other) Ports, if sent to the care of LIGHTLY and SIMON, 123, Fenchurch Street, will be carefully attended to.

Applications at Antwerp to be made to Mr. MAXIMILIEN VANDEN BERGH, Managing Director, or to T. VANDEN BERGH, Fils, Ship Broker; and at Brussels, to Mr. E. TAYE, 60, Montagne de la Cour. There is a Regular Steam Communication by Railroad between Antwerp and Rotterdam.

RAIL AND STEAM.

LONDON, JERSEY, AND ST. MALO, VIA NEWHAVEN.

Is under (circumstances permitting), in connection with the London, Brighton, and South Coast Railway, with Passengers and Merchandise.

The favourite Screw Steamer **Alar**, is intended to sail as under, unless prevented by any unforeseen occurrence:—

From Newhaven, Sussex, (for Jersey.)

NOVEMBER, 1859.	Last Train from Pimlico.	Last Train from London Bridge.	Steamer leaves Newhaven	Name of Steamers.
Thursday 3	3 50 p.m.	4 0 p.m.	6 0 p.m.	
Thursday 10	10 50 a.m.	11 6 a.m.	1 0 p.m.	
Thursday 17	3 50 p.m.	4 0 p.m.	6 0 p.m.	
Thursday 24	10 50 a.m.	11 0 a.m.	1 0 p.m.	

From Jersey, (for Newhaven.)

NOVEMBER, 1859.	Steamer leaves Jersey.	Name of Steamers.
Tuesday 1	8 0 p.m.	
Tuesday 8	3 0 p.m.	
Tuesday 15	7 0 p.m.	
Tuesday 22	2 0 p.m.	
Tuesday 29	7 0 p.m.	

From Jersey, (for St. Malo.)

Nov.	Leaves Jersey.	Steamer.
Saturday..... 5	10 30 a.m.	
Saturday..... 12	10 30 a.m.	
Saturday..... 19	10 0 a.m.	
Saturday..... 26	10 0 a.m.	

From St. Malo, (for Jersey.)

Nov.	Leaves.	Steamer.
Tuesday..... 1	7 0 a.m.	
Tuesday..... 8	2 0 a.m.	
Tuesday..... 15	7 0 a.m.	
Tuesday..... 22	2 0 a.m.	
Tuesday..... 29	7 0 a.m.	

FARES PER ALAR:—

London and Jersey.

SINGLE TICKETS.	Return in one month.
1st Class and Best Cabin ...1?s.	30s.
2nd Class and Best Cabin ...15s.	24s.
3rd Class and Steerage .....10s.	16s.

Newhaven and Jersey.

SINGLE TICKETS.	Return in one month.
Cabin .....12s.	21s.
Steerage ..... 8s.	13s.

St. Malo and Jersey.

Single Tickets.	Return.
Cabin.....0s.....	9s.
Steerage 3s.....	4s. 6d.

Steward's Fee, (between England and Jersey only,) Cabin, 1s.

100lbs. weight of Baggage allowed to First Class Passengers; 50lbs. to Second Class; and 35lbs. to Third Class.

Passengers to or from Jersey can be Booked at Portsmouth and Hastings at same Fares as from London.

All goods should be addressed as follows:—To Jersey, *via* Newhaven, per London, Brighton, and South Coast Railway and Steamer, directed in full, and may be delivered at the Willow Walk Station, Bricklayers' Arms; Thames Junction Wharf, Deptford; or can be carted in by the Railway Company at very low rates.

For further particulars apply to the following Agents, GEO. W. STANIFORTH, Newhaven, Sussex; LEE BOUR, St. Malo; EDWARD C. GALLICHAN, 4, Bond Street, Jersey; or

HENRY P. MALLS, 4, Arthur Street East, London Bridge, E.C.

N.B.—Third class passengers can leave London Bridge only by the 6 and 10 a.m. and 6 p.m. trains, and from Pimlico by the 5.50 and 9.45 a.m. or 5.50 p.m. trains.

ROTTERDAM TO NEWHAVEN.

The Cutter **Hasso** will sail from ROTTERDAM on the 15th November, for NEWHAVEN (Sussex).

ROTTERDAM TO JERSEY.

Goods carried at moderate through rates, being transhipped at Newhaven at ship's expense, but shipper's risk.

[Below.

LONDON AND SOUTH WESTERN RAILWAY.

LONDON AND PARIS.

Cheapest and most interesting Route. Tickets available for Four Days, with privilege of breaking the journey at Winchester, Southampton, Havre, and Rouen.

Fares Throughout—1st class, 26s.; 2nd class, 20s. Return Tickets, available for a month, 1st class, 50s.; 2nd class, 36s. For other Fares, see Bills. Passengers can register their luggage through to Paris.

NOVEMBER.	Last Train from Waterloo.	Packet leaves S'thampton.	Return Packet l'ves Havre.	NOVEMBER.	Last Train from Waterloo.	Packet leaves S'thampton.	Return Packet l'ves Havre.
Wednesday 2	3 0 p.m.	6 30 p.m.	11 45 p.m.	Friday 18	3 0 p.m.	6 0 p.m.	5 30 p.m.
Friday 4	5 0 "	8 0 "	7 0 "	Monday 21	5 0 "	10 0 "	8 30 "
Monday 7	5 0 "	10 0 "	8 30 "	Wednesday ...23	8 30 "	11 45 "	8 30 "
Wednesday ... 9	8 30 "	11 45 "	8 30 "	Friday 25	8 30 "	11 45 "	11 45 "
Friday 11	8 30 "	11 45 "	11 45 "	Monday 28	8 30 "	11 45 "	9 30 "
Monday 14	8 30 "	11 45 "	9 30 "	Wednesday ...30	1 0 "	4 30 "	11 45 "
Wednesday ...16	1 0 "	4 30 "	11 45 "				

LONDON AND GUERNSEY AND JERSEY

(Channel Islands), remarkable as being the only Norman possessions of the British Crown, and for their romantic Coast Scenery.

Daily Service by Mail and Express Steam Ships.

Fares Throughout by Southampton or Weymouth:—1st class, 31s.; 2nd class, 21s.; double journey Tickets available for one month, 45s. and 35s.; from Southampton or Weymouth, 18s. and 12s.; double journey Tickets available for one month, 30s. and 20s.; Children half fares (dock dues included). Tickets available for three days, with the privilege of stopping at Winchester, Southampton, Dorchester, or Weymouth.

The Packets leave Southampton on Mondays, Wednesdays, and Fridays, at a quarter before 12 midnight; train from Waterloo at 8¼ aftern.; from Weymouth (Custom-House), on Mondays and Fridays, at 5 a.m.

The Return Packets leave Jersey at 7 morning (calling at Guernsey about 1½ hour afterwards), every Monday, Wednesday, and Friday, *viâ* Southampton; and every Tuesday and Saturday, at 6½ a.m., calling at Guernsey about an hour and a half afterwards, *viâ* Weymouth.

Passengers arriving at Weymouth by the 8½ p.m. Mail Train, can take their berths at once on board the Packet.

Also the **Atalanta**, from **Southampton** (Docks) to **Guernsey** and **Jersey**, every Monday, at 4½ p.m.; from **Jersey** *viâ* **Guernsey** to **Southampton**, Wednesday, November 2nd, 9 a.m.; 9th, 7 a.m.; 16th, 9 a.m.; 23rd, 7 a.m.; 30th, 9 a.m.

Offices, where Tickets and further information may be obtained—London, Waterloo Bridge Station, 33, King William Street, City, E.C.; Southampton, Railway Station; Weymouth, 22, East street.

[Over.

LIVERPOOL AND THE EAST.

SCREW STEAM-SHIPS.

The First-class British Steam-ships,

	Tons.		Tons.		Tons.
Agia Sofia	1300	**Cairo**	1500	**Macedonia**	1300
Amalia	1300	**Ionia**	1300	**Orontes**	700
Arcadia	1100	**Laconia**	1200	**Thessalia**	1200
Boeotia	1000				

SAILING

For Malta, Syra, Constantinople, and Smyrna,

For Malta, Piræus, Salonica, Constantinople, and Trebizonde,

For Malta, Alexandria, Beyrout, and Alexandretta,

Several times per month, have superior accommodation for passengers, and are provided with a stewardess when desirable.

For freight or passage apply to PAPAYANNI BROTHERS, Fenwick Chambers, Fenwick Street, Liverpool.

THE NETHERLANDS STEAM BOAT COMPANY.

STEAM NAVIGATION TWICE-A-WEEK BETWEEN

LONDON AND ROTTERDAM,

By the powerful NEW Steam Ship, **Batavier**.....Capt. WILLIAM SMITH.
And the Fine Screw Steamer, **Fyenoord**.....Capt. H. ROLFE.

Also between ROTTERDAM and all places on the RHINE, daily.

The Vessels in communication with the Steam Ships from London are the finest and fastest on the Rhine.

Hours of departure, per **Batavier**:—From **London**—Every Sunday, at 11 a.m., from the British and Foreign Steam Wharf, Lower East Smithfield.

" " From **Rotterdam**—Tuesdays, November 1st, 8 a.m.; 8th, 9 a.m.; 15th, 8 a.m.; 22nd, 9 a.m.; 29th, 8 a.m.

" **Fyenoord**:—From **London**—Thursday, November 3rd, 9 a.m.; 10th, 8 a.m.; 17th, 8 a.m.; 24th, 8 a.m.

" " From **Rotterdam**—Sunday, November 6th, 8 a.m.; 13th, 10 a.m.; 20th, 7 a.m.; 27th, 10 a.m.

FARES per Batavier and Rhine Boats of the Netherlands Steam Boat Company:—

TO OR FROM LONDON AND	State Cabin.	Saloon	Fore Cabin.	Deck.	4-Wh'l Carriages.	2-Wh'l Crgs. & Horses	Dogs.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Rotterdam.....	2 2 0	1 10 0	0 17 6	0 14 0	3 0 0	2 2 0	0 7 0
Duesseldorf.....	2 5 2	1 10 8	0 19 3	...	3 8 0	2 10 0	0 10 0
Cologne	2 6 2	1 11 6	0 19 9	...	3 12 0	2 12 0	0 10 6
Bonn	2 6 9	1 11 10	0 19 11	...	3 14 8	2 13 6	0 11 0
Neuwied.....	2 10 0	1 14 2	1 1 5	...	4 5 0	2 18 5	0 12 0
Coblenz	2 10 5	1 14 7	1 1 8	...	4 5 0	2 18 5	0 12 0
Bingen, &c.	2 15 2	1 18 1	1 3 10	...	4 17 8	3 4 7	0 13 9
Mayence	2 16 8	1 19 3	1 4 7	...	4 17 6	3 4 7	0 13 9
Mannheim.....	2 19 0	2 0 10	1 5 6	...	5 7 0	3 9 6	0 15 0

Visés to Foreign Office Passports obtained at the Ambassador's for Holland, 20, Lowndes Square, Knightsbridge, S. W. (gratis); or at the Consul's Office, 20½, Great St. Helen's, Bishopsgate, E.C., fee 5s.

Carriages properly dressed and Horses in charge of proper persons, to be sent for shipment to St. Katherine's Steam Wharf, at least one hour before the time of departure.

Return Tickets are issued for the Saloon and Fore Cabins at One Fare and a Half, available all the Season.

FARES per Fyenoord to ROTTERDAM:—
Single Journey, Cabin, £1. Out and Home, Cabin, £1 10s.

Merchandise of every description and Parcels insured and forwarded with the greatest care and despatch if addressed to PHILLIPPS, GRAVES, and PHILLIPPS, *Agents to the Netherlands Steam Packet Company*, 11, ROOD LANE, FENCHURCH-STREET, E.C. Passengers can also book at the Universal Office, Regent Circus, W. [L.G.—11

NORTH GERMAN LLOYD REGULAR STEAM NAVIGATION.

BREMEN AND NEW YORK,

CALLING AT SOUTHAMPTON.

The Splendid New Bremen Mail Steam Ships, **Bremen, New York, and Weser**, each 3,000 Tons and 700 Horse Power, are intended to be dispatched for NEW YORK,

From Southampton.

The New York.....November 1st.
The Bremen.....November 29th.

THE ABOVE STEAMERS ARE FITTED UP WITH WATER-TIGHT COMPARTMENTS.

PRICE OF PASSAGE.

	From Bremen.		From Southampton.
First Cabin	140 Thalers		Twenty Guineas.
Second "	90	"	Thirteen Guineas.
Steerage	45	"	Eight Guineas.

STEAM TO LONDON AND HULL.

The Company's Steamers, **Adler, Mowe, Schwan, Schwalbe, Condor, and Falke**, leave
BREMEN for LONDON, every Thursday morning.
" **HULL,** " **Tuesday morning.**
LONDON for BREMEN, " **Tuesday morning.**
HULL for BREMEN " **Saturday evening.**

FARES—Saloon, £3; Fore Cabin, £1; Deck, 10s. Return Tickets at a fare and a half. For particulars, apply to the Directors of the North German Lloyd, at Bremen; Messrs. GELPCKE, HAVENSTEIN, and BALCHEN, in New York; PHILLIPPS, GRAVES, and PHILLIPPS, 11, Rood Lane, E.C., or GRAFTON'S Universal Office, Regent's Circus, W., London; Messrs. CROSSLEY and Co., in Southampton; F. VAN TRAAT and Co., in Hull. [L.G.—2

ANTWERP, OSTEND, ROTTERDAM, and the Rhine.

CHEAPEST ROUTES.

THE GENERAL STEAM NAVIGATION COMPANY'S STEAM SHIPS LEAVE

St. Katherine's Wharf for Antwerp, (PASSENGERS WALK ON BOARD) every Tuesday and Thursday at 11 a.m.

Antwerp for London, every Friday and Sunday at 11 a.m.

Fares from London to or from Antwerp:—Saloon, £1 7s.; Fore-cabin, £1.—**To Brussels,** 1st Cl., £1 10s. 0d.; 2nd Cl., £1 2s. 3d.—**Liege,** 1st Cl. £1 15s. 0d.; 2nd Cl. £1 5s. 10d.—**Aix-la-Chapelle,** 1st Cl. £2 0s. 2d.; 2nd Cl. £1 10s. 0d.—**To Cologne,** 1st Cl. £2 7s. 9d.; 2nd Cl. £1 15s. 6d.

London to Ostend, from St Katherine's Wharf, (PASSENGERS WALK ON BOARD)—Wednesdays and Saturdays, November 2nd, 5 a.m.; 5th, 9 a.m.; 9th, 11 a.m.; 12th, 2 a.m.; 16th, 5 a.m.; 19th, 8 a.m.; 23rd, 10 a.m.; 26th, 2 a.m.; and 30th, 4 a.m.

Ostend to London,—November 1st, 6 p.m.; 4th, 9.15 p.m.; 8th, 10 p.m.; 11th, 10 p.m.; 15th, midnight; 18th, 9.15 p.m.; 22nd, 10 p.m.; 25th, 11 p.m.; 29th, midnight.

Fares to or from Ostend:—Saloon, 18s; Fore-cabin, 14s. **London to Brussels:**—1st Class, £1 6s. 8d.; 2nd Class, £1 0s. 10d.—**To Ghent,** 1st Cl. £1 2s. 6d.; 2nd Cl. £0 17s. 6d.—**To Liege,** 1st Cl. £1 12s. 2d.; 2nd Cl. £1 4s. 6d.—**To Aix-la-Chapelle,** 1st Cl. £1 17s. 6d.; 2nd Cl. £1 8s. 10d. **To Cologne,** 1st Cl. £2 5s. 3d.; 2nd Cl. £1 14s. 0d.

London to Rotterdam, from St. Katherine's Wharf, (PASSENGERS WALK ON BOARD) every Tuesday, Thursday and Saturday, at 11 morn.

Rotterdam to London,—Tuesday, Thursday, and Saturday, November 1st, 11 a.m.; 3rd, 7 a.m.; 5th, 8 a.m.; 8th, 9 a.m.; 10th, 11 a.m.; 12th, noon; 15th, 11 a.m.; 17th, 7 a.m.; 19th, 7 a.m.; 22nd, 9 a.m.; 24th, 11 a.m.; 26th, noon: 29th, 11 a.m.

Fares to or from Rotterdam:—Saloon, £1 10s.; Fore-cabin, 17s. 6d. RETURN TICKETS: £2 5s.; Fore, £1 6s. 6d. **London to Cologne** (by Steamer up the Rhine,)—1st Class, £1 11s. 6d.; 2nd Class, 19s. 9d. **Coblence:**—1st Class, £1 14s. 7d.; 2nd Class, £1 1s. 8d. **Rieberich** or **Mayence:**—1st Class, £1 19s. 3d.; 2nd Class, 24s. 7d. **Mannheim:**—1st Class, £2 0s. 10d.; 2nd Class, £1 5s. 6d. **Dusseldorf:**—1st Class, £1 10s. 8d.; 2nd Class, 19s. 3d.

Or by General Steam Navigation Company and Dutch Rhenish Railroad, **London to Amsterdam,** 1st Class, £1 4s. 6d.; 2nd Class, £1 3s 0d. **Dusseldorf,** 1st Class, £2 7s. 6d.; 2nd Class, £1 12s. 0d. **Cologne,** 1st Class, £2 11s 0d; 2d Class. £1 14s. 6d.

London and Hamburg, from abreast of St. Katherine's Wharf,—every Wednesday and Saturday, November 2nd, 7 a.m.: 5th, 8 a.m.; 9th, 10 a.m.; 12th, 6 a.m.; 16th and 19th, 8 a.m.; 23rd, 9 a.m.; 26th, 11 a.m.; 30th, 7 a.m.

From Hamburg, November 2nd, 5 a.m.; 5th, 8 a.m.; 8th, midnight; 12th, 2 a.m.; 16th, 5 a.m.; 19th, 7 a.m.; 22nd, 11 p.m.; 26th, 2 a.m.; 30th, 4 a.m.

Extra Vessels leave Weekly from each Port.

Fares:—Saloon, £3; Fore-cabin, £1 5s. (provisions; Chief-cabin, 10s.; Fore-cabin, 7s. 6d.)

London to Havre,—from and to St. Katherine's Wharf, November 6th, 7 a.m.; 13th, noon; 20th, 7 a.m.; and 27th, noon.

From Havre, November 2nd, 8 a.m: 9th, 1 p.m.; 16th, 4 p.m.; 23rd, noon; 30th, 4 p.m.

Fares:—Chief-cabin, 14s.: Fore-cabin, 10s. OUT AND HOME TICKETS for 14 days:—Chief, 21s.; Fore, 15s. **London to Paris:**—1st Class, fr.35 = 28s.; 2nd Class, fr.25 = 20s.

London and Calais,—from London Bridge Wharf, November 2nd, 5 a.m.; 5th, 9 a.m.; 9th, 11 a.m.; 12th, 2 a.m.; 16th, 4 a.m.; 19th, 8 a.m.; 23rd, 11 a.m.; 26th, 2 a.m.; 30th, 4 a.m.

Calais to London, November 3rd, 5 a.m.; 5th, 9 p.m.; 9th, midnight; 13th, 1 a.m.; 17th, 5 a.m.; 20th, 6 a.m.; 23rd, midnight; and 27th, 1 a.m.

London to Boulogne, November 1st, 5 a.m.; 3rd, 6 a.m.; 4th, 8 a.m.; 6th, 10 a.m.; 8th, 11 a.m.; 10th and 11th, 1 a.m.; 12th, 2 a.m.; 15th, 4 a.m.; 17th, 6 a.m.; 18th, 6 a.m.; 20th, 9 a.m.; 22nd, 11 a.m.; 24th, 1 a.m.; 25th, 1 a.m.; 27th, 2 a.m.; 29th, 4 a.m.

Boulogne to London, November 2nd, 5 a.m.; 4th, and 8th, 7 a.m.; 7th and 8th, 11 p.m.; 10th, 11th, and 14th, midnight; 16th, 4 a.m.; 18th and 19th, 7 a.m.; 21st and 22nd, 11 p.m.; 24th, 25th, and 28th, midnight; 30th, 4 a.m.

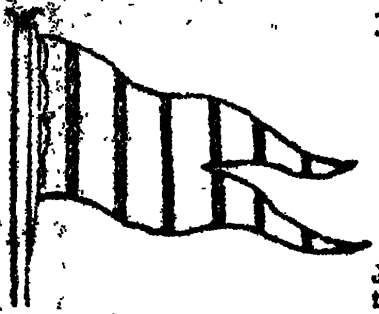
Fares to Boulogne and Calais:—Chief, 14s; Fore, 10s. OUT AND HOME TICKETS:—Chief, 21s.; Fore, 15s. **London to Paris, and *vice versa*, via Boulogne or Calais:**—1st Class, fr.35 = 28s.; 2nd Class, fr. 25 = 20s.

To secure Berths, and obtain Through Tickets, or further information, apply at 71, Lombard Street, and 37, Regent Circus, Piccadilly, London.

STEAM FROM HULL TO ANTWERP,

From whence there is a Regular Communication by Rails with all parts of

BELGIUM, FRANCE, THE RHINE, &c.



The very favourite fast-sailing Screw Steam-ship
"Alster" ..... 480 Tons.

JOSEPH MAYCOCK, Commander, or other first-class Steamer, is intended to sail from Hull every *Wednesday* Evening, as soon after 4 p.m. as the tide permits; and from Antwerp for Hull, every *Saturday* Evening after 10 p.m. Excellent accommodation for Passengers. Fares:—First Cabin, 20s; Return Tickets available for one month, First Cabin, 30s. Freights very moderate. Average passage of the "ALSTER" 22 hours. If intending Passengers, or Shippers of Goods to or from Antwerp, communicate with the Agents of this line of Steamers, they will be at once supplied with any further information they may require.

GEE AND CO., Hull.

Address to Offices,—9, Pier Street, Hull. Agent at Antwerp, W. J. Marsily.

HULL, 1st November, 1859. [16

STEAM FROM HULL TO NORWAY,

FOR CHRISTIANSAND AND CHRISTIANIA,

Carrying Her Majesty's Ship Letter Mails.

The Splendid and Powerful new Steam-Ship "GANGER ROLF," F. GLOMSAEN, Commander, 515 tons, 180 horse power, with superior accommodation for 60 First Class Passengers, is intended to leave HULL, on FRIDAYS, November 11th and 25th, leaving Christiania every intermediate FRIDAY, at 4 p.m.

☞ Passengers can proceed from Christiansand by the Government Steamers (which await the arrival of the "GANGER ROLF" at Christiansand) to Bergen, Drontheim, and all the Northern Ports. Best Cabin, Fare £4; Second Cabin, £2 13s. 4d.; Return Tickets, available all the year, One Fare and a Half.

GOODS can be Forwarded by the "GANGER ROLF" at through rates of freights from Hull, via Christiansand to Bergen, Mandal, Flekkefjord, Stavanger, Farsund, Egersund, Haugesund, Sandesund, Harro-Molde, Moldoen, Aalesund, Christiansund, Drontheim, Arendal, and Langesund.

For Freight and Passage, and to secure Berths, apply to

THOMAS B. MORLEY & Co.,
Ship-Brokers and General Forwarding Agents, 3, Humber Place, Hull.

HULL, November, 1859. [27

GOOLE TO ANTWERP.

In regular communication by Rails with

BRUSSELS, COLOGNE, ROTTERDAM, BERLIN, LEIPZIG, &C.

The Splendid Screw Steam Ship, "La Plata," 500 Tons.—W. S. MASON, Commander.

Leaves GOOLE every Wednesday morning, and ANTWERP every Saturday noon.

The accommodation on board this beautiful Steamer for Passengers, is really unsurpassed, having splendid Ladies' and Private Family Cabins. Full particulars for the information of Passengers by this line can be had from the Agents.

Fares.—Best Cabin, 20s. Return Tickets available for one month, 30s.
Lands passengers at Hull if required. Freight and Shipping charges very low.
H. T. WATSON & Co.,—HULL, GOOLE, and GRIMSBY,
or C. J. SASSE, P. HUGER,—ANTWERP. [16

TWO SICILIES MAIL STEAM NAVIGATION COMPANY.

MR. ANGE PERSICO, DIRECTOR.

BETWEEN MARSEILLES, ITALY, AND SICILY.

Names of the Company's Steam Ships.

Vesuvio, Capt. L. Guariglia, 300 Horse Power.
Capri, Capt. L. Minutolo, 300 Horse Power.
Mongibello, Capt. G. Chiodella, 350 Horse Power.
Pompei, Capt. A. Persico, 350 Horse Power.
Surrento, (Screw Steamer,) Capt. G. De Luca, 600 Tons.
Amalfi, (Screw Steamer,) Capt. A. Cosmano, 650 Tons.

DIRECT SERVICE.

MARSEILLES to CIVITA VECCHIA and NAPLES, and *vice versa*, in correspondence with PALERMO.

From MARSEILLES every Saturday Evening.
From CIVITA VECCHIA, every Monday, at 3 p.m.
Arr. NAPLES, every Tuesday morning.

From NAPLES, every Tuesday, at 4 p.m.
From CIVITA VECCHIA, every Wednesday, at 8 a.
Arr. MARSEILLES, every Thursday.

Mail Service from Naples to Palermo.

From NAPLES, every Thursday, at 3 p.m.

From PALERMO, every Saturday, at 3 p.m.

Service along the coast of Italy, in correspondence with Messina,

From GENOA to LEGHORN, CIVITA VECCHIA, and NAPLES, and vice versa.

From GENOA, every Wednesday, at 6 p.m.
From LEGHORN, every Thursday, at 4 p.m.
From CIVITA VECCHIA, every Friday, at 3 p.m.
Arr. NAPLES, every Saturday, at 6 a.m.

From NAPLES, every Wednesday, at 4 p.m.
From CIVITA VECCHIA, every Thursday, at 4 p.m.
From LEGHORN, every Friday, at 5 p.m.
Arr. GENOA, every Saturday, at 4 p.m.

FARES,—(Living included), see below.

OBSERVATIONS.—**Living** is included in the following fares. **Luggage**, 1st class, 100 kilos. free; 2nd class 60 kilos; servants, 30 kilos. **Children**, Under ten years, half price; below 3 years of age, free. **Couches and Horses**, The same fare as 1st class passengers. **Return Tickets**, Persons taking Out and Home tickets, available for three months, are allowed 20 per cent. discount. **Family Tickets**, Families consisting of three persons are allowed a reduction of 30 per cent., and 30 per cent. if they also take a Return Ticket. **Passage by Short Stages**, Passengers can stop at intermediate stations, and resume their passage by any of the Company's steamers within one month. **Passports**. The Agents at the Company's office will procure the visas of passports, and merely charge for the fees actually paid.

For further information, apply IN PARIS TO G. N. VERHERCKMOES, 2, RUE DROUOT; AT MARSEILLES, TO MESSRS CLAUDE, GLERC & CO., 48, RUE DE BRETEUIL, OR 8, PLACE ROYALE; AT NAPLES, TO MR. CONSIGLIO, DIRECTOR, STRADA FILIERO; AT PALERMO, TO MESSRS. MORISON, SEAGER, & CO.; AT GENOA, TO MESSRS. DEGBOSSI, ENGELHEIM AT ROME, FERRERON, VIA DE CONDOTTI.

FARES (in French Money.) LIVING INCLUDED.

		1st Class.				2nd Class.				Servants.				Deck Cabins.			
				Family Tickets.				Family Tickets.				Family Tickets.				Family Tickets.	
		Single Passage.	Return Tickets.	Single Passage.	Return Tickets.	Single Passage.	Return Tickets.	Single Passage.	Return Tickets.	Single Passage.	Return Tickets.	Single Passage.	Return Tickets.	Single Passage.	Return Tickets.	Single Passage.	Return Tickets.
		frs.	frs.	frs.	frs.	frs.	frs.	frs.	frs.	frs.	frs.	frs.	frs.	frs.	frs.	frs.	frs.
Marseilles to	Genoa	76	127	68	114	56	97	48	86	21	36	18	32	68	136	60	120
	Leghorn	98	163	88	150	71	120	60	110	28	47	23	42	106	178	90	162
	Civita Vecchia	133	224	112	206	95	161	81	147	39	63	33	58	143	240	120	216
	Naples	181	304	152	276	128	216	108	197	50	82	41	73	196	328	164	296
	Palermo or Messina	221	372	186	336	156	264	132	239	69	106	58	96	240	400	200	360
Genoa to	Leghorn	32	53	27	48	24	40	20	36	7	11	6	10	38	58	32	52
	Civita Vecchia	71	119	60	107	51	86	43	77	17	27	13	24	77	128	64	116
	Naples	120	200	100	181	86	144	72	130	29	46	23	40	130	216	108	194
	Palermo, or Messina	160	268	134	241	114	191	96	173	41	66	33	58	178	296	148	266
Leghorn to	Civita Vecchia	45	74	37	66	34	56	28	50	10	16	8	14	48	80	40	72
	Naples	89	148	74	133	64	106	53	96	22	37	18	32	97	160	80	144
	Palermo, or Messina	139	218	108	193	92	154	77	138	35	56	28	48	140	240	116	208
Civita Vecchia to	Naples	54	88	44	79	41	67	34	60	12	21	10	18	58	96	48	86
	Palermo or Messina	94	156	78	139	69	114	57	103	24	40	20	36	102	176	86	154
Naples to	Palermo or Messina	40	...	...	...	28	...	...	...	12	...	...	...	46	...	...	...

HULL AND ROTTERDAM.

THE POWERFUL IRON PADDLE STEAMER

"SEA GULL,"

600 TONS, AND 240 HORSE-POWER.

ROBERT SAWYER, COMMANDER,

WILL LEAVE HULL FOR ROTTERDAM

EVERY WEDNESDAY,

AND ROTTERDAM FOR HULL EVERY SATURDAY.

The Powerful Iron Steamer "Sea Horse,"

500 TONS AND 120 HORSE POWER, THOMAS SADLER, COMMANDER, WILL LEAVE

HULL FOR ROTTERDAM EVERY SATURDAY,

AND

ROTTERDAM FOR HULL EVERY WEDNESDAY.

EXTRA STEAMERS WHEN REQUIRED BY THE TRADE.

For further particulars apply to W. & C. L. RINGROSE, WM. H. H. HUTCHINSON, } Hull.
BOUTMY & CO., J. B. CROL & CO., } Rotterdam.

Trains leave Rotterdam daily for Germany, the Rhine, and Antwerp, and every 3 hours for Schiedam, Delft, Haarlem, and Amsterdam.

FARES—Single Tickets, £1; Deck, 1s. 6d.; Return Tickets, £1, 10s. [18

HAMBURG—NEW YORK LINE OF STEAMERS

OF THE

HAMBURG-AMERICAN PACKET

ACTIEN GESELLSCHAFT,

CALLING AT SOUTHAMPTON,

By the new, splendid, most solidly constructed, powerful, elegantly fitted up First Class Steam-ships of 250 Tons.

The following Steamers are appointed to leave

HAMBURG

ON THE 1ST AND 15TH OF EVERY MONTH,

Ships.	Tons.	Horse Power.	Date from Hamburg.	From Southampton.
Saxonia	2,650	600	April 1st.	April 4th.
Bavaria	2,200	550	April 16th.	April 18th.
Borussia	2,900	800	May 1st.	May 4th.
Hammonia	2,500	500	May 15th.	May 18th.

FARES FROM HAMBURG TO NEW YORK, INCLUDING PROVISIONS:—

First Cabin, 150 Thalers, or £22 10s. Second Cabin, 100 Thalers, or £15 Steerage, 50 Thalers, or £7 10s.

Freight for Merchandise:—Cotton, 8 dollars and 15 pc. the Bale of 40 Cube feet.

Light Fine Goods, 12 dollars and 15 pc. the Bale of 40 Cube feet, Hamburg Measure.

FARES FROM SOUTHAMPTON TO NEW YORK, INCLUDING PROVISIONS:—

First Cabin, £20. Second Cabin, £13 10s. Steerage, £6 5s.

Freight for Merchandise, from Southampton to New York.—15 dollars and 5 pc. the Bale per Ton.

The Passenger accommodation and Dietary of this Line are of superior order, and the Vessels have become celebrated for the regularity and rapidity of their passages across the Atlantic, being among the fastest Steamers afloat.

For further particulars apply to AUG. BOLTEN, WM. MÜLLER SUCCRS., 87, Admiralty Strasse, Hamburg. [18

ROTTERDAM to AMSTERDAM.

Miles	Fares 1 cl.	Fares 2 cl.	Fares 3 cl.		Gds. Pass			p.m.		a.m.	a.m.	Gds. Pass
—	f. c.	f. c.	f. c.	PARIS .....dep.	...	...	...	8 15	...	...	...	...
—	To Rotterdam			BRUSSELS .....dep.	...	...	...	6 30	...	10 45	...	...
30	1 25	1 5	0 75	ANTWERP.....dep.	...	...	...	7 45	...	12 20	...	...
	From Rotterdam			ROTTERDAM (Dutch Rh. S.) arr.	...	...	† ...	13 5	...	4 45	...	...
					a.m	a.m.	a.m.	p. m.	p.m.	p.m.	p.m.	p. m.
—	s. d.	s. d.	s. d.	Rotterdam ...dep.	*	7 0	10 0	12 15	* 1 30	5 15	7 15	...
22	1 7½	1 3	0 8½	Gouda ....dep.	...	7 30	10 45	12 37	2 20	5 50	7 55	...
33	1 10½	1 4½	0 9½	Woerden..... .....dep.	...	7 54	11 9	13 53	3 5	6 24	8 16	...
52	2 5½	2 1½	1 3½	Utrecht..... ....arr.	...	8 29	11 40	1 10	3 45	6 50	8 45	...
...	...	...	...	,, ...dep	...	...	...	...	...	...	...	...
55	4 4½	3 3½	2 2½	Amsterdam ...arr	8 0	9 30	1 0	3 0	5 30	7 45	10 0	...
	7s. 6d	5s. 6d	3s. 9d									

AMSTERDAM to ROTTERDAM.

Miles	Fares 1 cl.	Fares 2 cl.	Fares 3 cl.		Gds. Pass	1 & 2 Ex.					
	f. c.	f. c.	f. c.			a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
From	Amsterdam			Amsterdam.....dep.	...	7 30	10 30	12 30	*2 30	6 0	7 45
22	1 80	1 40	0 95	Utrecht .....arr.	...	8 25	11 40	1 15	4 6	6 55	8 30
	...	...	...	,, ...dep.	6 30	8 30	11 50	1 20	4 13	7 0	8 35
32	2 20	2 0	1 30	Woerden.....dep.	*7 0	8 58	12 12	1 44	5 0	7 24	9 23
42	3 40	2 60	1 70	Gouda .....dep	7 36	9 26	12 40	2 10	5 56	7 50	9 51
55	4 40	3 30	2 20	Rotterdam.....arr	8 15	10 6	1 10	2 30	6 45	8 30	10 26
...	...	...	...	ROTTERDAM (Dutch Rh. S.) dep.	...	10 15	...	3 0	...	...	...
114	9 8	7 3	4 64	ANTWERP.....arr.	...	2 25	...	7 20	...	...	...
140	...	...	...	BRUSSELS.....arr.	...	3 40	...	8 45	...	...	...
355	...	...	...	PARIS..... .....arr.	...	4 36 a m	...	...	...	...	...

ROTTERDAM and AMSTERDAM to GERMANY.

Miles	Fares 1 cl.	Fares 2 cl.	Fares 3 cl.								
...	f. c.	f. c.	f. c.	Rotterdam.....dep.	...	7 0	a.m.	12 15	p.m.	7 15	p.m.
38	2 7½	2 3	1 35	Utrecht Junction...arr.	...	8 23	,,	1 10	,,	8 45	,,
...	...	...	...	Amsterdam.....dep.	...	7 30	a.m.	12 30	p.m.	7 45	p.m.
38	1 80	1 40	0 90	Utrecht Junction arr.	...	8 25	...	1 10	...	8 50	...
From	Rotterdam			Utrecht .....dep.	*	8 35	a.m.	1 15	p.m.	9 0	p.m.
69	5 60	4 45	2 85	Arnhem.....dep.	6 0	10 24	,,	2 45	,,	10 50	,,
77	6 30	4 75	3 15	Zevenaar .....dep.	6 51	10 55	,,	3 0	,,	11 29	,,
82	6 70	5 0	3 35	Elten (Frontier) ...dep.	7 24	11 23	,,	...		11 58	,,
87	7 10	5 35	3 55	Emmerich .....arr	7 36	11 35	,,	3 25	,,	12 0	,,
	s. d.	s. d.	s. d.								
...	...	...	...								
...	13 3	9 3	6 1	EMMERICH .....dep.	6 5	a.m.	12 0	noon	4 0	p.m.	8 5	a.m.
193	18 9	12 9	8 5	OBERHAUSEN ...arr.	10 0	,,	3 0	p.m.	5 50	,,	10 0	,,
198	20 3	14 5	9 8	DUSSELDORF.. ... ,,	11 22	,,	3 22	,,	7 18	,,	11 22	,,
199	24 0	17 0	11 10	COLOGNE..... ,,	12 45	,,	4 50	,,	8 40	,,	12 45	,,
196	27 6	20 2	13 8	AIX-LA-CHAPELLE	...		6 15	,,	10 43	,,	...	
243	35 8	24 10	16 0	MINDEN..... ,,	5 45	p.m.	...		10 36	,,	5 45	p.m.
283	42 2	29 1	21 1	HANOVER ..... ,,	8 0	,,	...		13 13	night	8 0	,,
323	48 6	22 10	23 7	BREMEN ..... ,,	10 0	,,	...		10 15	a.m	10 0	,,
350	54 10	38 7	27 7	HARBURG ..... ,,	8 30	a.m.	...		8 30	,,	8 30	a.m
323	48 5	33 4	24 5	BRUNSWICK ... ... ,,	7 10	,,	...		1 45	,,	7 10	,,
443	73 10	50 3	36 11	BERLIN..... ,,	2 45	p.m.	...		7 30	,,	2 45	p.m.
452	70 10	48 3	35 3	LEIPSIC ..... ,,	3 0	,,	...		8 35	,,	3 0	,,
538	83 5	55 11	41 3	DRESDEN..... ,,	5 40	,,	...		12 0	noon	5 40	,,
535	...	...	...	PRAGUE ..... ,,	7 11	a.m.	...		6 50	p.m.	7 11	a.m.
395	...	...	...	VIENNA ..... ,,	7 15	p.m.	...		7 40	a.m.	7 15	p.m.
249	...	...	...	TRIESTE ..... ,,	8 5	,,	...		7 10	,,	8 5	,,

GERMANY to AMSTERDAM and ROTTERDAM.

Miles	Fares 1 cl.	Fares 2 cl.	Fares 3 cl.								
											a.m.
1257	10 A	mstrdam		TRIESTE..... dep.	5 45	p.m.	5 80	a.m.	11 15	p.m	5 30	...
894	...	...	...	VIENNA ..... ,,	7 30	,,	7 30	,,	7 30	,,	7 30	...
644	...	...	...	PRAGUE ..... ,,	8 2	a.m	8 55	p.m	8 2	a.m.	8 55	p.m.
	s. d.	s. d.	s. d.								a.m.	
535	81 6	54 9	40 6	DRESDEN ..... ,,	6 30	p.m.	4 15	a.m.	2 45	p.m.	6 30	...
441	69 4	47 1	34 7	LEIPSIC ..... ,,	10 0	,,	7 0	,,	6 0	,,	12 0	noon
471	72 4	49 1	36 1	BERLIN ..... ,,	8 30	,,	7 0	,,	6 30	,,	12 0	noon
											p.m.	
312	47 0	32 2	23 6	BRUNSWICK..... ,,	5 0	a.m.	1 10	p.m.	11 56	,,	8 15	...
369	53 5	37 6	26 9	HAMBURG ..... ,,	...		7 55	a.m.	7 0	,,	12 50	noon
312	45 2	31 8	22 9	BREMEN..... ,,	5 0	,,	10 40	,,	7 10	,,	7 10	p.m.
											p.m.	
274	40 8	27 11	20 4	HANOVER ..... ,,	6 55	,,	2 45	p.m	1 20	a.m.	10 25	...
239	34 2	23 8	17 0	MINDEN..... ,,	10 30	,,	4 25	,,	2 52	,,	12 45	a.m
183	26 0	19 0	12 10	AIX-LA-CHAPELLE	2 50	p.m	...		6 45	p.m.	6 45	8 25
158	22 5	15 6	11 1	COLOGNE..... ,,	5 15	,,	...		9 0	,,	6 30	11 0
											a.m.	noon
134	18 4	13 3	9 11	DUESSELDORF..... ,,	6 4	,,	...		10 20	,,	7 22	12 20
114	15 5	11 0	7 7	OBERHAUSEN..... ,,	7 0	,,	6 35	a.m.	6 36	a.m.	8 20	1 35
76	10 7	9 0	5 4	EMMERICH ..... arr	8 30	,,	8 5	,,	8 5	,,	10 15	3 20
From	Emmerich.										†	p.m.
	f. c.	f. c.	f. c.	Emmerich..... dep	5 21	a.m.	*8 21	,,	*8 21	a.m.	10 36	5 45
10	0 9½	0 70	0 45	Zevenaar (frontier)arr.	5 41	,,	8 54	,,	8 54	,,	10 55	6 4
...	...	...	...	,, ...dep	5 58	,,	9 14	,,	9 14	,,	11 10	6 25
19	1 60	1 20	0 80	Arnhem.....dep.	6 30	,,	9 45	,,	9 45	,,	11 35	6 50
54	4 50	3 40	2 25	Utrecht Junction...arr.	8 20	,,	11 35	,,	11 35	,,	1 5	8 45
...	...	...	...	Utrecht .....dep.	8 25	a.m.	11 50	a.m	11 50	a.m.	1 20	8 50
76	6 20	4 65	3 10	Amsterdam .....arr.	9 30	,,	1 0	p.m.	1 0	p.m	2 0	10 0
...	...	...	...	Utrecht.....dep.	8 30	a.m.	11 50	a.m.	11 50	a.m.	1 20	9 55
87	7 10	5 35	3 55	Rotterdam.....arr.	10 0	,,	1 10	p.m.	1 10	p.m.	2 30	10 25

THROUGH TICKETS TO GERMANY.—The arrivals at and departures from the *Oberhausen* Junction of the Cologne-Minden Railway, are in immediate correspondance with Trains to and from *Duesseldorf, Cologne, Aix-la-Chapelle, Dortmund, Hamm, Bielefeld, Minden, Bremen, Hanover, Harburg* (for Hamburg), *Brunswick, Magdeburg, Berlin, Leipsic*, and *Dresden*, to which places Passengers are booked throughout at the *Rotterdam, Amsterdam, Utrecht*, and *Arnhem* Stations of the Dutch Rhenish Railway, and vice versa.

66lbs. lbs. of Luggage are allowed free of charge to each Passenger crossing the Frontiers. The Customs Examination takes place at Emmerich on entering Prussia, and at Zevenaar on entering Holland. * Does not run on Sundays. † 1st and 2nd class Express Fares 20 per cent higher ‡ Goods and Passengers. 20

Dutch Rhenish Railway.

COLOGNE, THE RHINE, GERMANY, TRIESTE, DENMARK, SWEDEN, &c.

hortest and cheapest route between England and the above-named places is by the Boats of the

General Steam Navigation Company,

From LONDON TO ROTTERDAM,

AND THENCE BY

DUTCH RHENISH RAILWAY.

One of the General Steam Navigation Company's First-Class Steamers "**Cologne**," "**Leo**," or "**Concordia**," leaves St. Catharine's Wharf, for Rotterdam, every Tuesday, Thursday, and Saturday; and an Agent of the Dutch Rhenish Company will attend the arrival of the Steamers at Rotterdam to assist the Passengers in transhipping to the Railway.

Passengers adopting this Route will not only avoid the landing in small boats at Ostend, and crossing the Rhine at Cologne or Rolvort, but will also effect a large saving in distance and expense.

THROUGH TICKETS ARE ISSUED IN LONDON AT THE FOLLOWING RATES:—

		1st Class. £ s. d.	2nd Class. £ s. d.
London to	Aix-la-Chapelle	2 13 0	1 16 6
,,	Amsterdam	1 14 6	1 3 0
,,	Berlin	5 3 6	3 10 0
	Bremen	3 16 6	2 12 6
,,	Brunswick	3 18 0	2 13 0
,,	Cologne	2 11 0	1 14 6
,,	Dresden	5 12 0	3 15 6
,,	Dusseldorf	2 7 6	1 12 0
,,	Hanover	3 12 0	2 8 6
,,	Harburg for Hamburg	4 4 6	2 18 0
,,	Leipzig	5 0 6	3 8 0
,,	Magdeburg	4 8 6	3 0 0
,,	Minden	3 5 6	2 4 6

From Dusseldorf and Cologne steamers run several times daily, passing through the whole of the celebrated scenery of the Rhine. There are frequent daily communications between Cologne and Bonn, Aix-la-Chapelle, Wiesbaden, Baden-Baden, Frankfort, Carlsruhe, &c.

Tickets for *all* the above places, and every information as to hours of departure, rates, &c., can be obtained at the Office of the Dutch Rhenish Railway Company, 40, Gracechurch Street; the Offices of Messrs. Chaplin and Horne—Universal Office, Regent Circus, Piccadilly; Golden Cross, Charing Cross; Railway Office, 216, Oxford Street; Swan with Two Necks, Gresham Street; and Tickets for Amsterdam, Cologne, and Dusseldorf, at the Offices of the General Steam Navigation Company, 87, Regent Circus, Piccadilly, and 71, Lombard Street, London.

Very reduced throughout Rates for Parcels to the above places, and all the principal Towns of the Rhine, Germany, and Austria. Lists of these Rates can be obtained at the

LONDON OFFICE, 40, Gracechurch Street. [2]

NEW LINE OF STEAMERS TO PORTUGAL and the BRAZILS.

THE ANGLO-LUSO-BRAZILIAN ROYAL MAIL STEAM NAVIGATION COMPANY'S

FIRST-CLASS POWERFUL STEAMSHIPS

Are appointed to perform a monthly service between MILFORD HAVEN and LISBON, CAPE DE VERDS, PERNAMBUCO, BAHIA, and RIO DE JANEIRO:—

Ships.	Commanders.	Tons Reg.	Effective Horse Power.
MILFORD HAVEN	Capt. CHAMPION	2,221	600
PORTUGAL	Capt. COURTENAY	2,261	500
BRAZIL	Capt. EUSTACE	2,242	600

The third of this line, the Portugal, is intended to sail with goods and passengers on 1st December, leaving Lisbon 8th December, and Rio Janeiro the end of December, on her return voyage. These splendid ships are fitted up with every consideration for the convenience and comfort of passengers. They will carry the mails from Portugal to the Brazils, and, sailing under the Portuguese flag, offer important advantages in the saving of duties at Lisbon. Through rates will be established from and to all the principal towns in the kingdom, and return tickets granted on liberal terms.

RATES OF PASSAGE.

To and From	1st Class. Rate.	1st Class. Return.	2nd Class. Rate.	2nd Class. Return.	3rd Class. Rate.	3rd Class. Return.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lisbon	10 0 0	17 0 0	7 0 0	12 0 0	4 0 0	7 10 0
St. Vincent	30 0 0	52 10 0	25 0 0	43 15 0	15 0 0	26 5 0
Pernambuco	35 0 0	61 5 0	30 0 0	52 10 0	20 0 0	35 0 0
Bahia	37 0 0	64 15 0	32 0 0	56 0 0	25 0 0	43 15 0
Rio-de-Janeiro	45 0 0	78 15 0	35 3 0	61 5 0	30 0 9	52 10 0

All further information as to rates of freight and passage, dates of sailing, &c., may be obtained on application to Messrs. FORD & JACKSON, Agents, Milford Haven; and to

JOHN W. WILSON, Esq., General Manager,
40, Cannon-street, London, E.C.

Passengers may proceed by Steamer from Rio de Janeiro to Monte Video and Buenos Ayres.

[L.o.—402.

FIRST-CLASS STEAMERS

ARE INTENDED TO PLY FROM HULL AS UNDER, (CARRYING POST-OFFICE LETTER-BAGS):

To **HAMBURG**, every **Tuesday** evening. Fares—Best Cabin, £2; Second Cabin, £1; Deck, 10s. Goods also forwarded by the Steamers of **Thursday** and **Saturday**. Return Tickets—Fare and half.

Agents at Hamburg—**Pearson and Langnese.**

To **ANTWERP**, the "**Zebra or Falcon,**" every **Saturday** evening, leaving Antwerp every **Wednesday** morning. Fares—Best Cabin, 20s.; Second Cabin, 10s. Return Tickets—Fare and half.

Agent at Antwerp—**Vanden Bergh Fils.**

To **DUNKIRK**, the "**Prince or Martlet,**" (or other First Class Steamer,) every **Saturday** evening, leaving Dunkirk every **Wednesday** morning. Fares—Best Cabin, 15s.; Second Cabin, 10s. Freights extremely moderate. Return Tickets—Fare and half.

Agents at Dunkirk—**C. Bourdon & Co.**

The above leave Hull at or after 7o'Clock.

FARES between Hull & Paris, and Hull & Lille, *via* Dunkirk, including Steward's Fee:

To PARIS, 1st Cabin, and 1st Class Rail ..31s. 0d. | To LILLE, 1st Cabin, and 1st Class Rail ..14s. 6d.
Do. Do. 2nd Do. ....24s. 10d. | Do. Do. 2nd Do. ....12s. 6d.
To LILLE, 2nd Cabin, and 3rd Class Rail .....9s.

To **ST. PETERSBURG**, First-class Steamers weekly during the Petersburg season.

Agents at St. Petersburg—**Thomson, Bonar, & Co.**

Goods for all Continental Ports forwarded with care and despatch, if specially addressed to

BROWNLOW, LUMSDEN, & CO.,
General Forwarding Agents, Hull.

November, 1853

MESSAGERIES IMPERIALES.

STEAM TO THE MEDITERRANEAN, CONSTANTINOPLE, &c.

THE MAIL STEAM PACKETS of the MESSAGERIES IMPERIALES of France are now despatched from Marseilles as follows:—

For **ITALY,** thrice a week; Genoa, Leghorn, Civita Vecchia, Naples, Messina, and Malta, every Thursday at noon.

For **NAPLES,** touching only at Civita Vecchia, every Monday at 10 p.m.

For **NAPLES,** touching only at Leghorn and Civita Vecchia, every Sunday at 9 a.m.

Direct for **GREECE and TURKEY,** via Messina and the Piræus, every Saturday at 4 p.m.

For **SMYRNA** Direct, **(via Malta,)** November 6th, and every alternate Sunday, at 9 a.m.

For **ALEXANDRIA direct, (via Malta,)** November 13th, and every alternate Sunday at 9 a.m.

From **Constantinople to Alexandria,** touching only at Dardanelles, November 3rd, and every alternate Thursday.

The following line of Packets is in constant service, viz.:—The SYRIA, ARCHIPELAGO, ANATOLIA, THESSALY, TREBIZOND, and DANUBE.

From **MARSEILLES to ALGIERS,** every Tuesday and Saturday at noon.

To **ORAN,** touching at **Alicante** every Thursday at 4 p.m.

To **STORA, BONA, and TUNIS,** every Friday at noon.

COMPANY'S OFFICES:—Paris, 24, rue Notre Dame des Victoires; Marseilles, No. 2, Quai de la Joliette, and 1, Place Royale; London, Messrs. Lighly and Simon, 123, Fenchurch Street. Every information can be obtained at Liverpool, of Messrs. G. H. Fletcher and Co.; and in London of the West-end Agent, Mr. J. E. Puddick, 1, New Coventry Street, Piccadilly (W.) where berths may be secured. [24

GENERAL FLUVIAL AND MARITIME STEAM NAVIGATION COMPANY.

Bateaux a Vapeur, Porteurs, Ch. Pieau and Co.

Direct Service, and the ONLY one WITHOUT TRANSHIPMENT between

PARIS AND LONDON.

The Directors have the honour to inform Merchants that they have just increased the *materiel* of this service, which will enable them to have a DEPARTURE EVERY FIVE DAYS from the two following points.—From the Basin of La Villette; from the Wharf of Hall & Co., Custom-house Quay, London.

The *materiel* will have a still further increase made to it very shortly. The Company undertakes to fetch and deliver the goods at the residence of parties, and to perform all the Custom-house formalities.

Apply to MM. Ch. Pieau & Co., in London, 60, Fenchurch Street; at La Villette, near the Barriere; in Paris, at 108, Rue du Faubourg, St Denis; 4, Rue du Boulol; 72, Rue Bonaparte; 119, Rue du Faubourg St. Antoine. [25

Steam from Galway

TO THE UNITED STATES AND CANADA.

The most Direct and the Shortest Route by the

ATLANTIC ROYAL MAIL STEAM NAVIGATION COMPANY, LIMITED.

The following Ships are appointed to sail from GALWAY:—

Prince Albert.....12th NOVEMBER. | **Circassian**.....10th DECEMBER.

Passengers booked from London, Liverpool, Manchester, Dublin, Cork, and Belfast, at one fare, viz.:—

First Class, 12, 15, and 18 Guineas. First Class from Galway, 10, 13, and 16 Guineas, including Steward's fees and provisions; but without Wines or Liquors, which can be obtained on Board. Children under 10 years of age, half-price; Infants 10s. [L.G.—III

AVERAGE PASSAGE, 11 to 13 DAYS.

STEAM COMMUNICATION MONTHLY FROM LIVERPOOL TO NEW YORK, BALTIMORE, PITTSBURG, CINCINNATI, CHARLESTON, HAVANA, &c. BY WAY OF PHILADELPHIA.

THE LIVERPOOL, NEW YORK, & PHILADELPHIA STEAM-SHIP COMPANY'S

FULL-POWERED BRITISH IRON SCREW STEAM-SHIPS,

CITY OF BALTIMORE	Capt. R. LEITCH	2,367 Tons.
CITY OF WASHINGTON	Capt. P. C. PETRIE	2,109 ,,
CITY OF MANCHESTER	Capt. ———	2,169 ,,
EDINBURGH	Capt. J. M. JEFFREY	2,197 ,,
KANGAROO	Capt. J. KENNEDY	1,874 ,,
GLASGOW	Capt. ———	1,962 ,,
VIGO	Capt. M'GUIGAN	1,953 ,,
BOSPHORUS (Branch Steamer)	Capt. BROOKS	448 ,,

The undermentioned or other vessels are intended to sail

For NEW YORK,

Calling at Queenstown, Ireland, about noon on the following day, to take on board Passengers and Despatches.

FROM LIVERPOOL.

VIGO	Wednesday,	9th Nov.
EDINBURGH	,,	23rd Nov.
CITY OF WASHINGTON	,,	7th Dec.
CITY OF BALTIMORE	,,	21st Dec.

And each alternate Wednesday.

FROM GLASGOW.

CITY OF MANCHESTER,	Wednesday,	16th Nov.
KANGAROO	,,	14th Dec.

And each month in Winter, and each alternate Wednesday in Summer, making together a regular weekly communication to New York.

From NEW YORK,

Calling at Queenstown to land all Passengers for Ireland, and Despatches,—delay about one hour.

KANGAROO	Saturday,	5th Nov.
CITY OF BALTIMORE	,,	19th Nov.

And three Saturdays in the month in Winter, and every Saturday in Summer.

RATES OF PASSAGE FROM LIVERPOOL TO NEW YORK:

CABIN, Fifteen Guineas, Seventeen Guineas, and Twenty-One Guineas, according to the accommodation in the State Rooms, all having the same privileges in the Saloon.

FORWARD PASSAGE EIGHT GUINEAS, including an unlimited supply of Provisions cooked and served up by the Company's Stewards.

These Steamers carry "Phillips' Patent Fire Annihilators," and are built in water-tight compartments.

An experienced Surgeon is attached to each Steamer.

Freight £3 per ton to New York; and Unmanufactured Goods, &c., will be taken subject to agreement, payable here, or in New York at 4 dollars 80 cents per pound sterling.

Parcels 5s. and upwards, according to size and value, will be received till Six p.m. of the day before sailing.

Cargo for the respective Steamers will be received at the Company's Berth, East Side of the HUSKISSON Dock.

Apply in New York, to JOHN G. DALE, at the Company's Offices, 15, Broadway; in Philadelphia, to JOHN G. DALE, at the Company's Offices, 109, Walnut Street; in London to ELVIS AND MACEY, 61, King William Street; in Paris, to JULES DECOUX, 5, Place de la Bourse; in Havre, to DAVIDSON & CO.; in Antwerp, to J. P. RENNER & Co.; in Manchester, to GEORGE STONIER; in Dublin, to CORNELIUS CARLETON; in Belfast, to JOHN M'KER, 103, Victoria Street; in Cork, to DALY & FOLEY; in Queenstown, to C. & W. D. SEYMOUR & Co.; in Glasgow, to W. DYMAN, 13, Dixon Street; and, in Liverpool, to

WILLIAM INMAN, 62 & 63, Tower Buildings South, 22, Water Street.

Liverpool, 15th Sept. 1859. [L.P.—39

IMPERIAL & ROYAL AUSTRIAN DANUBE
Steam Navigation Company
OF VIENNA.

TABLE OF DEPARTURES TILL AUTUMN, 1859.

DOWN.

From **LINZ** to **VIENNA**, in correspondence with the Bavarian Steamers from Donauwerth and Ratisbon, *daily* at 7 o'clock a.m.

From **VIENNA** to **PESTH**, daily at 6.30 a.m.

From **VIENNA** to **SEMLIN (BELGRAD)**, Sunday, Tuesday, Thursday, and Friday, at 6.30 a.m.

From **VIENNA** to **GIURGEVO (BUCHAREST)**, and **GALATZ**, by Express Boat every Sunday, at 6.30 a.m.; and from **PESTH**, every Monday at 7 o'clock a.m., calling at Semlin, Orsova, and at all the principal Stations of the Lower Danube. By ordinary Steam-Boat from Vienna, Sunday, at 6.30 a.m.

From **GALATZ** to **CONSTANTINOPLE**, on arrival of the Express Boat from Vienna, —every Thursday by Express Steamers (of the Austrian Lloyd's Co.'s), reaching Constantinople on Saturday.

From **GALATZ** to **ODESSA**, on arrival of the Express Boat from Vienna, every Thursday morning, reaching Odessa on Saturday.

UP.

From **VIENNA** to **LINZ**, in correspondence with the Bavarian Steamers to Ratisbon, daily at 6 o'clock a.m.

From **PESTH** to **VIENNA**, daily at 6 o'clock a.m.

From **SEMLIN (BELGRAD)** to **PESTH**, every Sunday, Tuesday, Wednesday, and Saturday, at 4 o'clock a.m.

From **GALATZ** to **VIENNA**, every Saturday by Express Boat, on arrival of the Austrian Lloyd's Express Steamer from Constantinople. By ordinary Steam-Boat every Thursday, at 12 o'clock, noon.

From **CONSTANTINOPLE** to **GALATZ**, every Wednesday, by the Austrian Lloyd's Express Steamers, and thence by Express Steam-Boat to Pesth, (arriving at Pesth on Wednesday morning.)

From **ODESSA** to **GALATZ** every Wednesday, thence by Express Boat on Saturday.

VIENNA, *May*, 1859. [See Over

N.B.—The *last Express Boat* this season, will leave Pesth for Galatz, 31st November, and Galatz for Vienna, 26th November.

Tariff for the Express Service, Up or Down, between Vienna, Galatz, Odessa, and Constantinople, Board included.

FROM	Classes	Vienna.	Pest.	Semlin.	Banlasch.	Orsova T. Severin.	Widdin Calafat.	T. Mogurello Piquet.	Sistov.	Rustzuk Giurgevo.	Braila Galatz.	Odessa.	Constantinople.
		fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.
Vienna	I.	... ...	15 ...	30 ...	36 ...	48 ...	63 ...	84 ...	87 ...	90 ...	105 ...	156 ...	156 50
	II.	... ...	10 ..	20 ...	24 ...	32 ...	42 ...	56 ...	56 ...	60 ...	70 ...	105 ...	108 25
Pest	I.	15 ...	... ...	18 ...	21 ...	33 ...	48 ...	69 ...	72 ...	75 ...	90 ...	135 ...	141 50
	II.	10 ...	... ...	12 ...	14 ...	22 ...	32 ...	46 ...	48 ...	50 ...	60 ...	95 ...	98 25
Semlin	I.	30 ...	18 ...	... ...	12 ...	18 ...	33 ...	54 ...	57 ...	60 ...	75 ...	120 ...	126 50
	II.	20 ...	12 ...	... ...	8 ...	12 ...	22 ...	36 ...	38 ...	40 ...	50 ...	85 ...	88 25
Banlasch	I.	36 ...	21 ...	12 ...	... ...	12 ...	27 ...	48 ...	51 ...	54 ...	69 ...	114 ...	120 50
	II.	24 ...	14 ...	8 ...	... ...	8 ..	18 ..	32 ...	34 ...	36 ...	46 ...	81 ...	84 25
Orsova T. Severin	I.	48 ...	33 ...	18 ...	12 ...	... ...	15 ...	36 ...	39 ...	42 ...	57 ...	102 ...	108 50
	II.	32 ...	22 ...	12 ..	8 ...	... ...	10 ...	24 ...	26 ...	28 ...	38 ...	73 ...	76 25
Widdin Calafat	I.	63 ...	48 ...	33 ...	27 ...	15 ...	... ...	21 ...	24 ...	27 ...	42 ...	87 ...	93 50
	II.	42 ...	32 ...	22 ...	18 ...	10 ...	... ...	14 ...	16 ...	18 ...	28 ...	63 ...	66 25
T. Mogurello Piquet	I.	84 ...	69 ...	54 ...	48 ...	36 ..	21 ...	... ...	12 ...	18 ...	36 ...	81 ...	87 50
	II.	56 ...	46 ...	36 ...	32 ...	24 ...	14 ...	... ...	8 ...	12 ...	24 ...	59 ...	62 25
Sistov	I.	87 ...	72 ...	57 ...	51 ...	39 ...	24 ...	12 ...	... ...	12 ...	30 ...	75 ...	81 50
	II.	58 ...	48 ...	38 ...	34 ...	26 ...	16 ...	8 ...	... ...	8 ...	20 ...	55 ...	56 25
Rustzuk Giurgevo	I.	90 ...	75 ...	60 ...	54 ...	42 ...	27 ...	18 ...	12 ...	... ...	24 ...	69 ...	75 50
	II.	60 ...	50 ...	40 ...	36 ...	28 ...	18 ...	12 ...	8 ...	... ...	16 ...	51 ...	54 25
Braila Galatz	I.	105 ...	90 ...	75 ...	60 ..	57 ...	42 ...	36 ...	30 ...	24 ...	... ...	45 ...	51 50
	II.	70 ...	60 ...	50 ...	46 ...	38 ...	28 ...	24 ...	20 ...	16 ...	... ...	35 ...	38 25
Odessa	I.	150 ...	135 ...	120 ...	114 ...	102 ...	87 ...	81 ...	75 ...	69 ...	45 ...	... ...	... ...
	II.	105 ...	95 ...	85 ...	81 ...	73 ...	63 ...	59 ...	55 ..	51 ..	35 ...	... ...	... ...
Constantinople	I.	158 25	143 25	128 25	122 25	110 25	95 25	89 25	83 25	77 25	53 25	... ...	... ...
	II.	102 50	99 50	89 50	85 50	77 50	67 50	63 50	59 50	55 50	39 50	... ...	... ...

N.B.—On the Galatz and Constantinople Line, Board is charged extra. Passengers leave Vienna for Pesth by ordinary Steamer, and thence by Express Boat. Fare included in the above Rates.

Children under Ten Years, pay Half Fare.

GOODS.		Orsova	Turn-Severin.	Radujevatz	Widdin Calafat	Lom-Palanka	Piquet	Nicopoli Turna	Sistov	Giurgevo Rustzuk	Braila	Galatz	Rent
		fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.
Vienna	(1)	1 75	2 5	2 15	2 35	2 45	2 50	2 60	2 65	2 70	3 10	3 10	3 45
	(2)	1 45	1 55	1 65	1 80	1 85	1 90	1 95	2 ...	2 5	2 35	2 35	... ...
	(3)	1 20	1 25	1 30	1 30	1 35	1 40	1 40	1 40	1 40	1 55	1 55	... ...
Pest	(1)	1 30	1 60	1 70	1 90	2 ...	2 5	2 15	2 20	2 25	2 65	2 65	3 ...
	(2)	... 90	1 20	1 30	1 50	1 60	1 65	1 75	1 80	1 85	2 10	2 10	... ...
	(3)	... 75	1 ...	1 5	1 5	1 10	1 20	1 20	1 20	1 20	1 35	1 35	... ...

GOODS.		Tultscha Ismail	Odessa	Varna Burgas	Constantinople.	Trebisond
		fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.
Vienna	(1)	3 75	4 35	4 15	4 35	5 60
	(2)	... ...	3 50	... ...	3 85	... ...
	(3)	... ...	2 50	... ...	3 5	... ...
Pest	(1)	3 30	3 90	3 70	3 90	5 15
	(2)	... ...	3 5	... ...	3 60	... ...
	(3)	... ...	2 30	... ...	3 35	... ...

(1) Freight on General Merchandize.

(2) Reduced Rates for Sundry Merchandize, especially Wool.

(3) Reduced Rates for other Goods.

CABINS, CARRIAGES, HORSES, AND EXCESS WEIGHT.

FROM		Vienna	Pest	Semlin Basiasch	Orsova T. Severin	Widdin Calafat	T. Mogurello Piquet	Sistov	Rustzuk Giurgevo	Braila Galatz	Odessa	Constantinople
		fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.	fl. kr.
Vienna	(1)	... ...	20 ...	55 ...	70 ..	90 ...	95 ...	100 ...	105 ...	130 ...	172 ...	... ...
	(2)	... ...	16 ...	44 ...	56 ..	72 ...	76 ...	80 ...	84 ...	104 ...	146 ...	... ...
	(3)	... ...	25 ..	70 ..	80 ...	88 ...	92 ...	95 ...	98 ...	115 ...	167 ...	180 ...
	(4)	... ...	... 3	... 5	... 6	... 6	... 6	... 7	... 7	... 8	... 10	... 11
Pest	(1)	20 ...	... ...	35 ...	50 ...	70 ...	75 ...	80 ...	85 ...	110 ...	152 ...	... ...
	(2)	16 ..	... ...	28 ...	40 ...	56 ...	60 ...	64 ...	68 ...	88 ...	130 ...	... ...
	(3)	25 ...	... ...	50 ...	55 ...	64 ...	68 ...	70 ..	74 ...	90 ...	142 ...	155 ...
	(4)	... 3	... ...	... 2	... 5	... 5	... 5	... 6	... 6	... 6	... 9	... 10
Semlin Basiasch	(1)	55 ...	35 ...	... ...	15 ..	50 ...	54 ...	56 ...	58 ...	85 ...	127 ...	... ...
	(2)	44 ...	28 ...	... ...	12 ...	40 ...	43 ...	45 ...	47 ...	68 ...	110 ...	... ...
	(3)	70 ...	50 ...	... ...	25 ...	32 ...	38 ...	41 ...	44 ...	60 ...	112 ...	135 ...
	(4)	... 5	... 3	... ...	... 3	... 4	... 4	... 5	... 5	... 6	... 8	... 9
Orsova T. Severin	(1)	70 ..	50 ...	15 ...	... ...	40 ...	44 ...	46 ...	50 ...	80 ...	123 ...	... ...
	(2)	56 ...	40 ...	12 ...	... ...	32 ...	36 ...	38 ...	40 ...	64 ...	106 ...	... ...
	(3)	80 ...	55 ...	25 ...	... ...	25 ...	26 ..	28 ...	30 ...	45 ...	97 ...	110 ...
	(4)	... 6	... 5	... 3	... ...	... 2	... 3	... 4	... 4	... 5	... 6	... 8
Widdin Calafat	(1)	90 ...	70 ...	50 ...	40 ...	... ...	30 ...	35 ...	42 ...	68 ...	110 ...	... ...
	(2)	72 ...	56 ...	40 ...	32 ..	... ...	24 ...	28 ...	34 ...	55 ...	97 ...	... ...
	(3)	88 ...	64 ..	32 ..	25 ..	... ...	20 ...	23 ...	26 ...	42 ...	94 ...	107 ...
	(4)	... 6	... 5	... 4	... 2	... ...	... 2	... 3	... 3	... 4	... 6	... 7
T. Mogurello Piquet	(1)	95 ...	75 .	24 ...	44 ..	30 ...	... ...	15 ..	25 ...	30 ...	92 ...	... ...
	(2)	76 ...	60 ...	43 ...	36 ...	24 ...	... ...	12 ...	20 ...	40 ...	82 ...	... ...
	(3)	92 ...	68 ..	38 ...	26 ...	20 ...	... ...	20 ...	23 ...	35 ...	87 ...	100 ...
	(4)	... 6	... 5	... 4	... 3	... 2	... ...	... 2	... 3	3	... 5	... 6
Sistov	(1)	100 ...	80 ..	56 ...	48 ...	35 ...	15 ...	... ...	15 ...	40 ...	89 ...	... ...
	(2)	80 ..	64 ...	45 ...	38 ...	28 ...	12 ...	... ...	12 ...	32 ...	74 ...	... ...
	(3)	95 ...	70 ...	41 ...	28 ...	23 ...	20 ...	... ...	20 ...	30 ...	82 ...	95 ...
	(4)	... 7	... 6	... 5	... 4	... 3	... 2	... ...	... 2	... 3	... 5	... 6
Rustzuk Giurgevo	(1)	105 ...	85 ...	58 ...	50 ...	42 ...	25 ...	15 ...	... ...	32 ...	74 ...	... ...
	(2)	84 ...	68 ..	47 ...	40 ...	34 ...	20 ...	12 ...	... ...	26 ...	68 ...	... ...
	(3)	98 ..	74 ..	44 ...	30 ..	26 ...	23 ..	20 ..	... ...	25 ...	77 ...	90 ...
	(4)	... 7	... 6	... 5	... 4	... 3	... 3	... 2	... ...	... 2	... 4	... 5
Braila Galatz	(1)	130 ...	110 ...	85 ...	80 ...	68 ...	50 ..	40 ...	32 ...	... ...	42 ...	... ...
	(2)	104 ...	88 ..	68 ...	64 ..	55 ...	40 ...	32 ...	26 ...	... ...	42 ...	... ...
	(3)	115 ...	90 ...	60 ...	45 ...	42 ...	35 ...	30 ...	25 ...	... ...	42 ...	65 ...
	(4)	... 8	... 7	... 6	... 5	... 4	... 3	... 3	... 2	... ...	... 3	... 3
Odessa	(1)	172 ...	152 ...	127 ...	122 ...	110 ..	92 ..	82 ...	74 ...	42 ...	... ...	... ...
	(2)	146 ...	130 ..	110 ...	106 ...	97 ...	82 ...	74 ...	68 ...	42 ...	... ...	... ...
	(3)	167 ...	142 ...	112 ...	97 ...	94 ..	87 ...	82 ...	77 ...	52 ...	... ...	... ...
	(4)	... 10	... 9	... 8	... 7	... 6	... 5	... 5	... 4	... 3	... ...	... ...
Constantinople	(1)	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...
	(2)	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...
	(3)	180 ...	155 ...	125 ...	110 ...	107 ...	100 ...	95 ...	90 ...	65 ...	... ...	... ...
	(4)	... 11	... 10	... 9	... 8	... 7	... 6	... 6	... 6	... 5	... ...	... ...

(1) Cabin, First Class. (2) Cabin, Second Class. (3) Carriages or Horses. (4) Excess Weight.

For more ample particulars, apply to

Captain A. PIETRONI,

gent for the United Kingdom, 81, London Wall, London, (E.C.)

AIX-LA-CHAPELLE, DUSSELDORF, AND RUHRORT RAILWAY

MOST DIRECT AND SHORTEST ROUTE BETWEEN ENGLAND AND THE NORTH OF GERMANY

Express Fares. 1 Cl.	2 Cl.	Ordinary Fares. 1 Cl.	2 Cl.	3 Cl.	Baggage per 10 Kilos.	Stations.	Trains. Ex.				Stations.	Trains.			
fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		a.m.	p.m.	a.m.			p.m.	noon	p.m.	
...	To Aix-la-Chapelle.					London ..... dep.	8 15	8 30	...	...	Berlin ..... dep.	6 30	12 0	8 30	...
												p.m.	p.m.	p.m.	
69 45	27 15	...	...	...	3 18	Paris	12 15	8 15	...	...	Hanover	6 0	10 25	10 0	...
							p.m.	a.m.	a.m.				a.m.	p.m.	
18 35	13 75	15 20	11 45	7 55	0 97	Brussels	9 30	9 30	11 0	...	Oberhausen	6 33	8 15	6 9	...
							a.m.	p.m.	p.m.						
From Aix-la-Chapelle.						Aix-la-Chapelle	8 25	2 50	6 45	...	Ruhrort	6 46	8 30	7 15	...
								p.m.						p.m.	
...	...	...	...	...	...	Dusseldorf	...	6 4	10 20	...	Dusseldorf	7 9	8 32	7 15	...
...	...	...	...	...	...	Ruhrort	...	6 5	10 25	...	Aix-la-Chapelle ...	10 26	p.m. 7 10	a.m. 1 30	...
												10 55			
...	...	...	...	...	...	Oberhausen	...	6 18	10 45	...	Brussels	3 25	9 15	6 25	...
								a.m.	p.m.			p.m.	arr.	p.m.	
...	...	...	...	...	...	Hanover	...	8 25	8 30	...	Paris	9 5	...	2 0	...
								a.m.	p.m.			a.m.			
84 56	57 0	68 60	43 9	33 47	...	Berlin ..... arr.	...	7 30	7 50	...	London ..... arr.	4 30	...	10 5	...

Fares from Berlin or the north of Germany, will find this route shorter and cheaper than by Cologne. The Stations at Aix-la-Chapelle adjoin those of the Railways from Verviers at Marchienne-au-Pont, and from London and Maestricht at Tongerlooi. The removal of passengers and baggage from those trains to the Aix-la-Chapelle and Ruhrort trains, is effected without delay or inconvenience, immediately on the arrival of the respective trains via Verviers or London. For Fares and Time Table, see page 65. [33

Fares going from Paris or London, to

Per lbs. Baggage fees above that, 4d. per 100 lbs. TO Kilometres.

SAILING OF THE RHINE STEAMERS.—COLOGNE AND DUSSELDORF COMPANIES.

From 1st MAY, 1859.

Departures from Stations.	Line from Rotterdam to Mannheim. 1	2	3	4	5	6	7			Departures from Stations.	Line from Mannheim to Rotterdam. 9	9	10	11	12	13	14			
Rotterdam	...	6	...	...	...	...	...	...	...	Mannheim	2½	...	...	...	6½	...	...	...	...	...
Arnheim	...	1	...	...	...	...	...	...	...	Worms	3½	...	...	...	7½	...	...	...	...	...
Emmerich	*5	5	...	...	...	...	...	...	...	Mayence	*6½	...	8	9½	11	1	4	...	...	...
Wesel	8	*9	...	...	...	...	...	...	...	Bieb'rich	arrive	...	8½	9½	11½	1½	4½	...	...	...
Dusseldorf	*11	*2	...	...	...	...	...	...	...	Bingen	...	...	7	11	12½	2½	5	...	...	...
Cologne	6	8½	10	1	5	49	...	...	...	Coblence	6	8	10	2½	3½	5	*8	...	...	...
Bonn	8	10½	12½	3½	*7½	*11½	...	...	...	Neuwied	6½	8½	11	3	4	*6½	arrive	...	...	...
Remagen	9½	11½	2½	4½	*9½	*1½	...	...	...	Remagen	8	10	12½	4½	5½	*7½	...	...	...	...
Neuwied	11	1	4	*6½	*11½	*3½	...	...	...	Bonn	9	11	1½	5½	*6½	*8½	...	...	...	...
Coblence	12½	2½	5½	*8	*2	6	10	...	...	Cologne	10½	12½	3	*6½	*9	*10	...	...	...	...
Bingen	5	*6½	arrive	arrive	7	11	2	...	...	Dusseldorf	arrive	arrive	arrive	arrive	*11	arrive	...	...	...	...
Mayence	*7½	*9	6½	...	9½	1½	5½	...	...	Wesel	...	...	...	...	*2	...	...	...	...	...
Worms	arrive	arrive	9½	...	arrive	4½	arrive	...	...	Arnheim	...	...	...	...	6	...	...	...	...	...
Mannheim	...	...	11½	...	...	*6½	...	...	...	Rotterdam	...	...	...	...	8	...	arrive	...	...	...

Note.—The hours marked thus * denote night, from 6 evening until 6 morning. No. 2 starts from Rotterdam only on Mondays, Tuesdays, Thursdays, and Fridays. No. 1 starts from Emmerich on Tuesdays, Wednesdays, Fridays, and Sundays only. Twice daily between Cologne and Mayence, calling at Bonn, Königswinter, Rolandseck, Remagen, Linz, Neuwied, Coblentz, Lahnstein, for Ems, Boppard, St. Goar, Caub, Bingen, Elfville, Biebrich, and Mayence, and vice versa. No. 10 from Dusseldorf to Rotterdam only, Sundays, Tuesdays, Thursdays, and Saturdays. [34

The following ADVERTISEMENTS are arranged in the Alphabetical Order of the Towns, irrespective of Geographical Position.

AIX-LA-CHAPELLE.

HOTEL NUELLENS, opposite the Fontaine Eliza, and situated in the most fashionable part of the city, has great attractions to tourists and travellers. This house possesses excellent accommodation for single persons or large families, and the Cuisine department will afford satisfaction to the most fastidious taste. Extract from the 18th Edition of Murray's Hand-Book :—This Hotel, in the best situation, &c. &c., is recommended as capital. Table d'hote at 1½ and 5 o'clock. [37

HOTEL DES QUATRE SAISONS.—Situated in the best part of the city, opposite the Opera-House, and in the vicinity of the Baths, and all public amusements.—The Proprietor, G. Y. Hemes, having entirely refitted it, with a view to the comfort of those who may honour him with their patronage, pledges to do so to his best energies to merit the continued favours of the Nobility and Gentry. Apartments, large and small, handsomely furnished, and waited upon by attentive servants. Two superior Table D'Hôtes a day. Mr. Hemes also begs to recommend the HOTEL DES BAINS DE LA ROSE, Boucherie, of which he is likewise Proprietor. It is within two minutes' walk of the city, and has Hot Mineral Springs, and Baths, and very superior accommodations. This Establishment has been considerably enlarged by the purchase of an adjoining garden, and the construction of several new baths. [38

HOTEL DU DRAGON D'OR, Proprietor, Mr. B. Mullen.—This eligibly situated establishment close to the Kursaal, and opposite the principal bath houses, has an excellent reputation for its general comfort, cleanliness, superior accommodation, and very moderate charges. The proprietor lived several years in England. Table d'Hote at 1 and 5 o'clock. Carriages at the hotel. [40

HOTEL DU GRAND MONARQUE.—DREMEL'S HOTEL at AIX LA CHAPELLE.—This magnificent and large Hotel, for Families and single Travellers, continues to maintain the European reputation for being the favoured residence of travellers of all nations. The proprietor, Mr. FRITZ DREMEL, obtained this unusual patronage by the cleanliness and comfort of his apartments, (all the beds being of new construction,) the richness and excellence of its viands and wines, added to the attention and civility of the attendants. Table d'Hôte at 1 and 5 o'clock.

The new Bath House attached to the Hotel also belongs to Mr. Dremel. It has extensive accommodation, and its proximity is a great advantage to visitors. Hot, Cold, Shower, and Tepid-sulphureous Baths at a few minutes' notice. The Baths are supplied direct from the Mineral Springs. [36

AMIENS.

HOTEL DU RHIN, PLACE ST. DENIS, close to the Railway Station, Amiens. This Hotel is situated in the handsomest part of the town, and is extensively patronised by the English Nobility, Clergy and Gentry. It is particularly recommended for its extreme cleanliness, domestic comfort, and moderate charges. The apartments are well arranged for families, and single persons. They are all large and airy; some of them are so disposed as to look over a handsome garden and others on a beautiful square. N.B.—Attendance punctual, table excellent, and superior wines. [42

HOTEL DE FRANCE ET D'ANGLETERRE, 23, Rue Royale—by M. FONTAINE.—Persons visiting or passing through Amiens will find this Hotel combines superior accommodation, with the most moderate scale of charges. It is one of the oldest establishments on the Continent, and, having been honoured with the patronage of the nobility and gentry of England during a great many years, Mr. Fontaine is desirous that every attention be paid to the comfort of English Travellers. Families and Gentlemen accommodated with convenient suites of apartments, or single rooms, well furnished. Attendance good. Refreshments of the first quality, and Wines of the best vintage, at moderate prices. [41

AMSTERDAM.

BRACK'S DOELEN HOTEL—Situated in the centre of the Town, and most convenient for Visiters on pleasure or business. It commands a splendid view of the Quays, &c.; and, being conducted on a liberal scale, it is patronised by the highest classes of society in Holland. It is also much frequented by English Travellers for the comfort and first-rate accommodation it affords, as well as for the invariable civility shown to visiters. Cold and warm baths may be had at any hour—Carriages for hire—Table d'Hôte at half-past 4, or dinner à la carte. [43

H. HARDENBERG'S ENGLISH AND COMMERCIAL HOTEL, by the name of The Old Bible, is well conducted and moderate, and is much frequented by English and American travellers. [44

ANTWERP.

HOTEL DU PARC, PLACE VERTE.—Mr. ARRABIT, Proprietor.—This old-established and favourite House is situated in the pleasantest part of the town, facing the Cathedral, and next door to the General Post Office. It has been recently refitted, and elegantly furnished throughout, and greatly improved in every respect, to render it a comfortable and suitable Hotel for English families, or single travellers visiting or passing through Antwerp to or from the Rhine. Mrs. ARRABIT being English, respectfully assures English tourists, they will find her Hotel a highly comfortable, agreeable, and respectable residence. A good table d'hote at 2 and 5 o'clock. Excellent sound wines. It is the only Hotel in Antwerp possessing hot and cold baths. [46

HOTEL ST. ANTOINE, PLACE VERTE.—This Hotel, already favourably known to all Travellers, increases daily in reputation, and the Proprietor, Mr. SCHMIDT SPANHOVEN, pledges himself to spare no exertions to merit the patronage of the Nobility and Gentry by civility and attention. A superior Cuisine, and a very extensive stock of the finest wines. Large and small apartments elegantly furnished, attentive servants and good table d'Hote. Carriages of every description. English and French Newspapers taken in. [47

HOTEL DU GRAND LABOUREUR, Place de Meir.—This old-established and highly recommended hotel, which has been considerably enlarged, is situated in the finest and healthiest square of the city of Antwerp; its cleanliness, and the excellency of the table d'hôte and wines, added to the attention and civility shown to all visitors, have made it deservedly popular. [45

BARBER'S SHIP HOTEL.—The only really English house in Antwerp, situated on the Quay, near the Docks, and commanding a fine view of the River. This Hotel is both pleasantly and conveniently situated for Families and commercial Gentlemen. Excellent accommodation at moderate prices. The Proprietor pledges himself to leave nothing undone to promote the comfort of those favouring him with their patronage. English and American Newspapers. [48

SCHREDER'S HOTEL D'HOLLAND, RUE DE L'ETUVE, close to the London Steam Boat Wharf. Charges moderate. Every attention is paid to Travellers by the obliging host, who speaks English, is well acquainted with the Continent, and able to give every necessary information to travellers. [49

HOTEL DU RHIN.—J. B. Krutwig, Proprietor.—This new and excellent Establishment combining all the modern improvements is situated on the Quay, opposite the Steam Packet Station. Bed and Breakfast, 2fr. 50c; Table d'Hote Dinner, 2frs.; Attendance, 50c. Table d'Hote at 2 o'clock. Prompt attendance. Choice Wines. Prices Moderate [50

BADEN-BADEN.

BATHS OF BADEN.

THE SEASON commences the 1st of May, and continues to the 31st of October. The official list—"*The Bade Blat Amtliche Fremden Liste*," shows that more than fifty thousand tourists, belonging to all classes of society, visit Baden every year. Railway from Paris to Baden-Baden in fourteen hours. See advertisement in Bradshaw's Monthly Continental Guide of June, July, August, and September, of 1859. [51

BADEN-BADEN—Continued.

VICTORIA HOTEL—F. and PH. GROSHOLZ, Proprietors. This is one of the finest built and best furnished Hotels, having twenty-six balconies and two turrets, and containing 160 rooms and saloons, for Families or Single Persons, delightfully situated in an open space, close to the Kursaal. It has three sides front, and commands charming views. It is reputed for its excellent Table d'Hote, the superior quality of the Wines, and as being in every respect one of the best kept Hotels.

Prices as moderate as in any other first-rate Hotel. Table d'Hote at 5 o'clock, 3s.; Breakfast, 14d.; Tea, 16d. [53

HOTEL ROYAL.—Mr. VAL KAH, Proprietor.—This very excellent and newly built Establishment, combining all the modern improvements, is situated in close proximity to the *Trinkhalle* and the Kursaal. Table d'Hote at 1 and 5 o'clock. Prompt attendance; choice Wines. Prices moderate. [54

HOTEL DE HOLLANDE.—A. ROESSLER, Proprietor.—This favourite and first-class Hotel, situated near the Kursaal, commands one of the most charming views in Baden. The increase of business rendering it necessary to enlarge the Hotel, the Proprietor, in extending the premises, has introduced additional improvements, and has placed conveniences (i.e., W. C.) upon every floor.

The Hotel now consists of more than a hundred sleeping apartments, elegant sitting-rooms, and a garden for the use of visitors. It is conducted under the immediate superintendence of the Proprietor, who endeavours, by the most strict attention and exceedingly moderate prices, to merit the continued patronage of English visitors. Galignani's and other Journals. The Wines of this Hotel are reputed of the best quality in Baden. Fixed moderate charges for every thing.

Breakfast, Café, 36 kreutzers; Tea, 42 krs. Table d'hôte at *One*, 1 fr. 24 kr.; at *Five*, 1 fl. 48 kr. Mr ROESSLER, remaining sole Proprietor, will spare no pains to deserve the confidence of English Travellers. [55

BAGNERES DE BIGORRES, BASSES PYRENEES.

HOTEL DE PARIS—Madame Lias, Proprietress.—Situated on the Promenade—the finest part of Bagneres. This Hotel is one of the most comfortable in the Pyrenees, containing suites of elegantly furnished apartments, combining the utmost cleanliness, with all the conveniences to which English Travellers are accustomed. The Cuisine is very superior. Board, 6frs. per day; *Dejeuner à la Fourchette*, and Table d'Hote. Good Carriages and Horses on Hire for Excursions, at the cheapest prices in the town. [56

BERLIN.

HOTEL DU NORD, No. 35, UNTER DEN LINDEN, near the Opera House, the Museum, the King's Palace, the Palace of the Prince of Prussia, and the Monument of Professor Rauch.—Proprietor, J. BRANDT. This Hotel, the largest and most superbly furnished in Berlin, has a great number of spacious saloons and airy bedrooms, furnished with every comfort the traveller can desire.

A first-rate Cuisine for French or English cookery. Dinner at all hours.

Good society may always be met with at this Hotel.

The English Episcopal Chapel is in this Hotel—the Rev. —— Bellson performs the service. [61

HOTEL DE ROME, under the Tilleuls No. 39, Berlin, Proprietor Adolphe Muhling, one of the first and largest Hotels of the Capital; highly recommended, well kept and clean, comfortable. Excellent Table d' Hote and Restaurant. Baths, Carriages, German, French and English newspapers at the Hotels. All languages spoken. [62

VICTORIA HOTEL. Ed. Schutz, a first-rate house in the best situation—Unter den Linden—very highly recommended, clean and comfortable, near the Theatres and the Royal Palace. [63

HOTEL ROYAL UNTER DEN LINDEN, No. 3, and corner of Wilhelm Street. Messrs. Wiesberg and Lange Proprietors. This Hotel is in the best situation of the town, near the Promenade, the King's Theatre, the Museum, &c.; it is most elegantly furnished, and offers good accommodation for all classes of travellers. Saloons and large apartments for Families. Waterworks and Baths in the Hotel. Carriages. Table d'hote at 3. Private dinners and suppers at any hour. Good English cuisine. Prompt attendance and moderate prices. [64

BERLIN—Continued.

HOTEL ST. PETERSBURG, UNTER DEN LINDEN,—unrivalled in situation commands a beautiful and uninterrupted view of the Linden promenade replete with every luxury and comfort, cannot be surpassed by any similar establishment in Berlin The above first class Hotel will be found an almost desirable residence for families and Gentlemen visiting the capital of Prussia, from its beautiful and central situation its superior accommodation suites of elegant and richly furnished apartments Capital Table d'Hote Baths at a moments notice Excellent cuisine and choice wines [407

HOTEL D'ANGLETERRE, 2, PLACE ANDER BAUACADEMIE. Situated in the finest and most elegant part of the town next to the royal palaces museums, and theatres Single travellers and large families can be accommodated with entire suite of apartments, consisting of splendid saloons, any bedrooms &c all furnished and decorated in the best English style First rate table d'hote, bath equipage, grooms *Times* and *Courant* Messenger attends Only one year open, this hotel has already become the rendezvous of the most distinguished families [66

R. Siebelist, Proprietor.

GRUNZIG AND LUDWIG,

(LATE LEY),

FOURNISSEUR TO THE COURTS OF PRUSSIA, &c., &c.,

33, CHARLOTTEN STRASSE, BERLIN.

Genuine English and French perfumery, and toilet articles of superior kind, in every description Eau de Cologne at manufacturers prices Parcels transmitted from or to London Berlin from Roy Best French Kid Gloves, Purses, &c., &c English and French snuffs

Orders from any part, executed with the greatest promptitude English and French spoken [65

BIARRITZ.

HOTEL DES AMBASSADEURS—Mr. Poustis, Proprietor This first-class Hotel is admirably situated, and commands very fine Views The locality is proverbially known for its salubrity and excellent sea bathing Visitors will find this Hotel replete with every comfort and accommodation of a first-rate establishment, particularly deserving the patronage of English travellers [69

BONN.

THE GOLDEN STAR HOTEL, patronised by the English Royal Family, the English Nobility, and Gentry, is the nearest Hotel to the Railway Terminus, and to the landing places of the Rhine Steam-boats The Proprietor, Mr J SCHMIDT, begs leave to recommend his Hotel to English Tourists The apartments are furnished and carpeted throughout in the best English style, and the charges are moderate Apartments during the Winter at moderate prices The London Times and New York Herald taken in during whole year Six excellent pianos to be found in different sitting-rooms. [75

GRAND HOTEL ROYAL.—This excellent hotel, one of the best on the continent, is charmingly situated on the banks of the Rhine, commands the most beautiful view of the Seven Mountains, facing the landing-place of the Rhine steamers, and near the railway station. This hotel combines every comfort with moderate charges, and its situation is so convenient, that travellers will find it a highly agreeable place of residence, or of temporary sojourn, to which a splendid garden of four acres long, laid out in the English style, will greatly contribute. For families or single persons desirous to stay for the winter, the most advantageous arrangement can be made for board and lodging. Table d'hote at half-past 1 and 5 o'clock. Mr. Ermekiel, proprietor [72

BOULOGNE-SUR-MER.

HOTEL DE L'EUROPE.—This splendid, first-rate Establishment, situated on the Quay, opposite the Steam-packet Station, the Custom-house, and the Railway Terminus, affords every accommodation to Travellers. Apartments with airy Bed-rooms. Fine Gardens, Warm Baths, Stabling, Lock-up Coach-houses, &c. Prices:—Drawing-rooms, 4 to 6 frs. per day; Bed-rooms, 2 frs. per Bed per night; Table d'Hote Dinners, 3 frs.; Breakfast, 1 fr. 50 c. to 2 frs. The *Times* Newspaper daily. Smoking-Room. The carriage of the Hotel attends Travellers at the arrival of the Steamers and Trains, and conveys them *gratis* to the Hotel. Agreements are made by the week. [74

THE BEDFORD HOTEL.—This splendid first-rate Establishment, opposite the Steam-packet Station, and next door to the Custom-house, with a good Sea-View, Gardens, Lock-up Coach-houses and Stabling. Prices:—Bedrooms, 2 francs; Table d'hote Dinners, 3 francs; Breakfast, 1 franc 50 cents. Good Private Sitting-Rooms.

N.B.—A carriage is always in attendance at the Railway Station, to convey passengers and their baggage to the Hotel *without charge*. An English waiter and chambermaid in the Hotel. English and French newspapers daily. [75

HOTEL DES BAINS ET DE BELLE VUE.—First class hotel for families and gentlemen—situated Rue de l'Leu, No 69 and 71, and on the port facing the Railway Station, kept by Messrs. Jardein and Manton, successors to Mr N. Lemesnrier. Table d'Hote at 5 o'clock, exclusively for the residents in the hotel. Large and small apartments at moderate charges. Hot and cold sea-water baths, and vapour baths. Carriages in attendance at the arrival of all Trains and Steamers. Mr. Foudieront, Custom House Agent for the establishment. [76

BRITISH HOTEL, Rue d'assas, No 5.—This Hotel is situated near the Port, the Railway Station, and Theatre. It is particularly recommended for its extreme cleanliness, domestic comfort, and moderate charges. The apartments are well arranged for families and single persons. Boarders taken by the week. English newspapers. Table d'Hote at 5½ o'clock. [77

BRIGHTON AND MARINE HOTEL,

Facing the Etablissment des Bains.

MAGNIFICENT SEA VIEW.

This first-class HOTEL, having been entirely re-furnished, is now replete with elegance and comfort, and offers to the English nobility and others seeking superior accommodation, every advantage combined with economy.

Sea Baths, Stables, and Coach Houses.

CONSTANT LHEUREUX, Proprietor. [78

BOULOGNE-SUR-MER—Continued.

HOTEL DERVAUX,

GRANDE RUE,

(LATE HOTEL DE PROVENCE.) [103

G. PACKHAM'S HOTEL DU LOUVRE. The nearest to the Paris Terminus. Has accommodation for 200 persons. A first-class hotel for families, single gentlemen, and commercial travellers. Excellent Table d'Hôte dinners at 3frs. Plain breakfasts, 1fr. 50c. Bedrooms per night, 2frs. Travellers or families booked through from London to Paris will always find time to dine at this hotel, from its proximity to the Station, as Dinners or Refreshments are always ready upon the arrival of each Boat. No charge made for the use of sitting rooms, or that of bedrooms for washing, to persons going on by first trains after their arrival. A delightful promenade from the hotel to the end of the pier, a distance of one mile. Omnibuses convey passengers from the steamers to the hotel, and *vice versa*, gratuitously. Advantageous arrangements made with families by the week, month, &c., to include fires, lights, and attendance—hot and cold sea-water baths. Two persons occupying the same room are charged 30s. each per week for board, attendance, lights, and sea-baths.

Furnished or unfurnished houses procured for families in Town or Country. [73

Boulogne-Sur-Mer. Nos. 42, 83, 93, and 103 Grande Rue, 1 Rue Peroee, and 4 Rue Desille

GEORGE HOWE, English Restaurateur, in consequence of the increasing support he continues to receive from Families visiting Boulogne, begs to state for the information of those who have not yet done so, that the arrangement, which after 15 years experience, he has found most agreeable, is to furnish a sitting and as many bed rooms as may be required, Bed, Table Linen and washing thereof, knives, forks, spoons, glass and china—with attendance, kitchen fire and board of *his* servants. The Family Dinner to consist of Soup or Fish, Joint and Poultry, or a made Dish with Vegetables, Tart, or Pudding.

G. H. has in his employ first-rate Cooks. Dinner is always served in the sitting room at the hour desired; there is no Table d'hôte, every thing is provided fresh each day, under the personal inspection of G. H. and of the best quality. The servants (chiefly English) are civil and well ordered, and as much at the control of the occupiers as if they were their own, and in each house, is one especially appointed for extra requirements. The Dinner is the only meal G. H. undertakes to provide. The usual agreement is by the week, and no notice is necessary before leaving, payment to the day of so leaving, only, is required to be included in the bill.

As the terms must always be matter of arrangement, by sending particulars of what number of persons the party consists including children, and if the latter, whether a separate dinner is required for them, how many beds and rooms, &c. Information would at once be forwarded as to price.

There are *no Extras whatever* except for wines or fires for sitting room, and which can be supplied by G. H. or not. All postages pre-paid. [79

GREGORY, English Cook and Confectioner, established upwards of twenty-five years, Nos. 48 and 50 Grande Rue, begs to inform visitors that he lets Furnished Apartments for large or small families, by the week, month, or longer period, with entire or partial board. English cooking and attendance on very moderate terms; use of plate, linen, &c., included. R. G. will be happy to reply to all applications as above, by letter (prepaid), or personal, and give every information. [80.

BRITISH LIBRARY AND READING ROOMS.

MERRIDEW,

BOOKSELLER AND STATIONER.

ENGLISH BOOKS SUPPLIED CARRIAGE AND DUTY FREE.

Weekly Parcels from London.

ADDRESS BOOK of ENGLISH RESIDENTS kept at 60, Rue de l'Eau, near the port. [L.C. 61

BREMEN.

HOTEL DE L'EUROPE.—Allardt & C. A. Schulze, Proprietors. This spacious and splendid Hotel, patronised by the Royal Family of Prussia, and the Gentry and Nobility of England, is situated on the Boulevard, close to the Railway station, Post office, and Theatres. Both English and French are spoken by the proprietors and servants of this Hotel. The apartments are carpeted and furnished with Library, and there is a drawing room with a piano exclusively for the use of ladies. Private Dinners, Wine, Breakfasts, Supping, Cards, &c. can be taken in. Advantageous arrangements can be made with families staying any length of time. Warm and Cold Baths. [82

BRUGES.

HOTEL DE COMMERCE, near the Grand Place and the Railway Station, has long been favourably known to the travelling public for its well furnished and splendid apartments, its excellent accommodations, and civil attendance. An omnibus plies to and from the Railway Station every time a train arrives or departs. This Establishment is recommended to the notice of visitors, who will find every thing comfortable, and the charges moderate. [84

HOTEL DE FLANDRE.—This old-established Hotel will be found equally desirable for Families and Single Persons, being conducted in a style to secure the comfort of its customers. Mr. Morris's Hall Porter attends this House for the purpose of taking Passports at the Police Office. Table d'hote at 6 o'clock, and Fish Dinners on Fridays are served in the Restaurant. Not to be confounded with another of the same name, situated opposite the Railway Station. [83

BRUNSWICK.

HOTEL D'ANGLETERRE.—This long established and first rate Hotel keeps up its superiority for comfort, cleanliness, and reasonable charges. Mr. Brooks, who has lately fitted up the Rooms in a splendid manner, solicits a continuance of support to this house, particularly from the Nobility and Gentry. [86

GERMAN HOTEL—DEUTSCHES HAUS. HOTEL D'ALLEMAGNE.—This first-rate well known Hotel is situated in the most open and best part of the town, within a few minutes' walk from the Railway Station and the Ducal Palace. It has been lately furnished in the most elegant manner. The rooms are large and airy, and the table has been long celebrated for its excellence. Attendance good. Private Carriages can be had at the Hotel. [85

BRUSSELS.

HOTEL DE BELLE VUE, PLACE ROYALE.—This unrivalled Establishment, unsurpassed for comfort and elegance, still maintains its European reputation, and recommends itself to the attention of the Nobility, Gentry and Travellers, indiscriminately of all Countries. Carriages belonging to the Hotel may be had for visiting the town or the environs of Brussels. [88

HOTEL DE L'UNIVERS, situated in the heart of the city.—MR. PIRON, Proprietor.—The great advantages of this Hotel in addition to the numerous sleeping rooms and private apartments attached to it, is that there is a large garden tastefully laid out for the use of visitors. Table d'hote at half past four, which continues to deserve the same celebrity and patronage it has hitherto enjoyed. Apartments during the winter at moderate prices. The Waterloo Coach leaves the Hotel daily at 9 30 every morning. Places can be engaged at the Hotel, or of the Porter. [86

BRUSSELS—Continued.

THE GRAND HOTEL DE SAXE, RUE NEUVE, 77 and 97, is admirably situated near the Principal Theatres, and Railway Stations and offers to Families and Single Travellers, spacious Coffee Table d'Hôte and Ordinary Apartments newly furnished and decorated. There is also a garden for the use of visitors.

PRICES OF PLACES.—Breakfast from ... Table d'Hôte at five o'clock, 3 francs. Sitting Rooms 3 to 5 francs. BEDROOMS 1½ to 2½ francs. Excellent Wines and moderate charges.

From the favourable terms and accommodation which this Establishment offers for the winter months, at exceedingly reasonable charges, it is believed to be an object to those about to board.

The Reading Room is supplied with Foreign Newspapers, including the London Times and New York Herald.

The Waterloo Coach leaves the hotel at 9 o'clock every morning. Places can be secured at the hotel or of the porter. J. HELVAND, Proprietor. [90

HOTEL DE FLANDRE, Place Royale.—This first class old established and highly recommended hotel has been considerably enlarged and entirely furnished and has a new dining, saloon and public coffee room. The situation of the Hotel de Flandre in the Place Royale, its central position, the liberality and civility shewn to visitors, have made it peculiarly agreeable to Families, Travellers and Gentlemen, who will find it the cleanest, most comfortable and best managed House in Brussels. Mr. CLEMENT, Proprietor. [91

HOTEL DE L'EUROPE, PLACE ROYALE (close to the English Protestant Church), first class Family and Commercial Hotel, patronized by the Royal Family of Belgium and the Nobility of Europe for situation, elegance and extensive accommodation. Apartments for families, fitted up with every possible comfort and luxury. Table d'Hôte at 5 o'clock. Private Dinners served in the Apartments. Wines of the first quality. Charges according to agreement. Private Dinners and Soirées. Every attention paid to Visitors by the Landlord. The Mail Coach for Waterloo starts from the Hotel every morning at 9.30. Mr. Campenhout begs to return thanks for the liberal support he has received during the management of the Hotel, and hopes to merit the continuance of the favours of the Public. [87

HOTEL WINDSOR, 14, Rue de la Loi, Place Royale.—This Hotel is situated in the best style of the Place Royale, and offers to Families and Gentlemen visiting Brussels, the comforts of a first class establishment, at moderate prices. Breakfast from ... to ... Table d'Hôte at 5 o'clock precisely. Prices comprising a bedroom, breakfast, dinner, wine, tea or coffee, from ... to ... per day. Private Dinners from 3 francs and upwards. Private Apartments for Families. Very moderate charges during the winter season. Excellent Wines of every description. Coaches to Waterloo every morning at 9 o'clock. Apartments and Private Dinners served in the Saloons. [93

HOTEL DE HOLLANDE.—This Old established Hotel is well known for its extreme cleanliness, its excellent cuisine, and the attentive manners of the waiters. Mr. LEVAUX respectfully solicits the continuance of the favours of his friends and the public, which he will endeavour by assiduity and moderate charges to merit. The Table d'Hôte at 5 o'clock precisely, and the private dinners served in the saloons, are deserving the attention of Families and Gentlemen, with which they have hitherto been honoured, and which are not to be met with in other Hotels. [94

HOTEL DES CHASSEURS, Rue de la Montagne, near the Rue du Boucher, combines economy with comfort. Breakfast from ... Private Dinner from ... The Table d'Hôte at half-past five precisely. Private Dinners served in the Saloons. The establishment has been considerably enlarged, and now consists of ... Mr. Cato, the landlady is English. Attendance excellent. Letters and parcels punctually forwarded. [95

Foreign Conveniences.—The Waterloo Coach starts from the Hotel every morning to take up Passengers. Travellers are cautioned against addressing themselves to other Hotels of a similar name, calling out to Strangers in the Streets. CHARLES, Agent, by Mr. CATO. [96

HOTEL DE LA GRANDE BRETAGNE, Place Royale. The fine situation and southern aspect of this Hotel is recommended to travellers visiting this celebrated city. Bed Prices.—Bedrooms from ... to ... Breakfast, from ... Dinner.—Table d'Hôte, at 2 and 5 o'clock, from ... to ... Excessively moderate arrangements are made with families during the winter months. [98

BRUSSELS—Continued.

HORTON'S PRINCE OF WALES INN, ENGLISH TAVERN, AND CHOP HOUSE.—Rue Villa Hermosa, the first street on the right hand of the Montagne de la Cour, descending from the Place Royale. Comfortable quarters for travellers. Dinners at shortest notice, soups, mock turtle, oxtail, &c., rumpsteaks, chops, devilled kidneys, Welsh rabbits, Life guards, Scots greys, &c., at all hours. Barclay, Perkins & Co.'s stout and ales. East India pale ales, and Campbell's Edinburgh ale, iced on draught. The Times and other English papers, New York Herald and Porter's Spirit of the Times. Tickets can be had for the Waterloo coaches. [96

CARTER'S (LATE BAILY'S) COMMERCIAL HOTEL AND TAVERN, 18, Rue du Musée, Place Royal, Brussels.—Chops and Steaks at all hours. Good Beds, or Bed and Sitting Room. Wine and spirits of the best quality. Draught Ale and Porter. Comfortable accommodation at moderate charges. Commercial gentlemen visiting Brussels will find the above a desirable residence; Mr. Carter, the landlord, being English, can furnish useful information concerning the city. Booking office for the Waterloo coach, which starts every morning at half-past nine o'clock. [97

BOARDING and LODGING HOUSE.—MRS. HAYDON'S highly-respectable Establishment, No. 47, Avenue de la Toison d'Or, Porte Louise, is situated in the most pleasant and salubrious Boulevard of Brussels. It combines the quiet comfort of a desirable home with the advantages of good society. [99

PRIVATE BOARDING HOUSE, No. 1, Rue de Vienne, and 126, Chaussée de Wavre, near the quartier Leopolde.

Mlle. Louise Piliond receives families by the week, month, or year, who are provided with comfortable board and lodgings in private apartments. Terms very moderate, most respectable references can be given. [98

TO LET FURNISHED HOUSES OR APARTMENTS.

FAMILIES intending to reside in Brussels (or the environs,) may always procure good furnished houses, also unfurnished houses and apartments, for large or small families, or Apartments, for long or short periods as may be required, by applying to Mr. J. Wells, (one of the oldest English residents) No. 47, Boulevard de Waterloo. Property bought or sold; for particulars apply at the office, Rue de Namur, No. 47. All paid letters will have immediate attention. (Sundays excepted.) [100

GLOVER.—J. AUVRAY, Breveté, No. 9, Passage des Princes, Galeries St. Hubert, manufacturer of Kid Gloves, warranted of the best quality. Wholesale and retail warehouse for all descriptions of Gloves. Manufactured by J. AUVRAY after the newest and most approved Parisian fashions and colours. [101

MILLINERY: MADAME COCHE-SHIRMER, 79, Montagne de la Cour, near the Place Royale. The assortment of articles for the Toilette is constantly supplied with the latest Parisian fashions, and whether for Trousseaux, Coiffures, Layettes, Flowers, &c.; every article will be found of a superior quality and of exquisite work. [102

LACE MANUFACTORY.—Ladies desirous of purchasing the genuine Brussels and Valenciennes Lace, or Mechlin Point, are invited to visit the Celebrated Establishment of Mr. VANDERKELEN BRESSON, No. 248, and No. 1, Rue du Marquis, near the Cathedral of St. Gudule where they may witness the process of manufacturing lace of the finest texture, and inspecting an Unrivalled Stock of Royal Black Lace, and various articles of the Richest and Newest Patterns, at fixed prices. Mr. V. B. is the recipient of the Prize Medal of the Great Exhibition, the Gold Medal of the Belgian Government, and was awarded the first medal at the late Universal Exhibition at Paris. Visitors should be particular in not mistaking the House, or confounding this Establishment with others, which may be easily avoided, AS THE NAME IS ON THE DOOR. Mr. V. B. was also awarded the First Class Medal at the Paris Exhibition. [103

BRUSSELS—Continued.

GRANDE MAISON DE NOUVEAUTES.

Wholesale and Retail.—Fixed Prices.

A SPLENDID ASSORTMENT of SILKS and SHAWLS of every description and pattern, and an immense variety of Merinos, Stuffs for Dresses from the best manufactories in Europe, are always on view in these show-rooms, which ladies can visit, without being bound to purchase. The strictly honourable principles of this House, established for the last quarter of a century, are a guarantee to purchasers. English, German, Dutch, and Russian spoken.

CLUZEAU AINE Rue de la Montagne opposite the General Post Office. [104

TAILOR.—J. N. COLARD AND Co's., ESTABLISHMENTS IN BRUSSELS.—No. 11, Rue Neuve; 42, Rue de la Madeleine, and 2, Rue Duquesnoy. MESSRS. COLARD employ the most able workmen in the Trade, and are thus enabled to keep the greatest variety of Garments of the latest fashions and novelties, at the most moderate prices. English Travellers are respectfully invited to visit these Establishments, where English is spoken. This Firm has Branch Establishments at Antwerp, 680, Rue Canal aux Fromages; at Charleroi, Rue des Chaudronniers, coin de la place Verte; at Ghent, 16, Rue des Champs; at Namur, 739, Rue de l'Ange, and supplies Goods for exportation to all parts of the world. [105

PROTESTANT SCHOOL FOR YOUNG GENTLEMEN, 23, Rue des Sols, conducted by Monsieur G. Acker. This Establishment is situated near the Park. It is attended by the sons of the most respectable Protestant Families in Brussels. The course of Education comprises the French, German, and English Languages. (also Latin if required, &c., &c.) Terms, £45 to £50 per annum, according to age, payable quarterly in advance. [106

THE OLD ENGLISH BANK AND EXCHANGE OFFICE, 8, Rue Royale, Brussels. Mr. JOSEPH BIGWOOD, late SALTER & BIGWOOD respectfully informs travellers that this Bank and Exchange Office, Insurance and House Agencies, continue at the above address.—Bigwood's Old English Bank corresponds with the Union Bank of London, the firms of Messrs. Charles Hoare and Co., Messrs. Martin and Co., Oriental Bank Corporation, London; and Messrs. Duncan and Co., New York. [107

BOOKSELLER.—Mess. KIESLING & Co., 26, Montagne de la Cour, Publishers of the new Guide of Brussels, and General Booksellers. This establishment has a large stock of choice works in the English and Continental languages. Bradshaw's Guides and Foreign Hand-books, Murray's Hand-books, Maps, &c. Tauchnitz Edition of British Authors, at 2 francs per volume. [108

GENERAL COMMISSION AND PATENT AGENT.—MR. R. CULLIFORD 59, Rue du Commerce, Quartier Leopold, who undertakes to dispose of goods consigned to him for sale in Belgium, or to execute orders for the purchase of articles in the best markets and to forward them by the best means to England. Certificates, Copies of Judgments, Legal Extracts promptly procured, Documents accurately translated into French or English. [109

OPTICIAN AND OPTICAL INSTRUMENT MAKER.

MR. CERF, Civil Engineer, Montagne de la Cour, manufacturer of Microscopes, of double Opera Glasses, Military, Naval, and Travellers' Telescopes; Mathematical and Meteorological Instruments for Natural Philosophy, &c. [110

CALAIS.

THE BUFFET HOTEL OF THE CHEMIN DE FER DU NORD offers peculiar advantages to travellers, from its convenient proximity to the station, it being situate in the most elegant part of the terminus, opposite the landing place of the Dover Steam Packets. The accommodation combines comfort and cleanliness, with a watchful supervision to insure order, civility, and appropriate attention to the traveller. Hot joints, soups, &c. are prepared for the arrival of every train and steamer,—and the charges are on the most moderate scale possible. [111

CHARLEROI.

HOTEL DOURIN, within two minutes' walk of the Paris, Brussels, Cologne, and Namur Central Railway Station.—This new, clean, and comfortable Hotel and Restaurant, affords good accommodation at reasonable prices. The cuisine is excellent, and the apartments scrupulously clean. The proximity of this Hotel to the Station renders it most convenient to travellers. Table d'Hote, 2 frs., at 1 o'clock. Oysters. Good Beds, 1st floor, 2 frs.; 2nd floor, 1 fr. 50. [114

CHALONS-SUR-MARNE.

HOTEL DE LA CLOCHE D'OR AND HOTEL DU PALAIS ROYAL UNITED.—The Proprietor of these two Hotels, who has the honour of receiving His Majesty the Emperor, his suite and household, on their visits to the camp at Chalons, recommends his Hotel particularly to families and strangers, who will find that it affords every accommodation that they can desire.

Carriages and Phætons on hire. Large and small Saloons. Table d'Hote at half-past 10 and 6. [116.

THE HOTEL DE HAUTE MERE DIEU is particularly recommended to English and American Families for the excellent quality of its Viands, Wines and Tea. Comfortable Apartments. Table d' Hote at Six O'clock; English spoken; Omnibus attends each Train. [115

COLOGNE.

HOTEL DISCH, in BRIDGE-STREET.—This first-class well known Hotel is most centrally situated close to the Cathedral, and equally distant from the termini of the Berlin, Paris and Brussels, and Bonn Railways, the Quay of the Rhine Steamers, &c. Superior Accommodation and Comfort will be found here for Families, Tourists, and Gentlemen passing through Cologne *en route* to or returning from the Rhine, the North of Germany, &c Messrs DISCH & CAPELLAN keep a large assortment of the best stock of Rhine and Moselle Wines for wholesale.—The Hotel Omnibus conveys Passengers to and from the Railway Stations. [119

THE HOTEL DE HOLLANDE is delightfully situated opposite the starting and landing place of the Rhine steamers, and in the vicinity of the Berlin Railway Station. The apartments are furnished with English comfort, being carpeted throughout, and suited to large families, as well as single gentlemen. It offers, from its belvedere, built in the veranda style, as well as from its windows, the finest view of the Rhine, and a panorama of Cologne. The accommodation will be found to combine comfort and cleanliness, a perfect *cuisine* and exquisite wines—attentive servants—and moderate charges.—Omnibuses and private carriages attached to the Hotel. [120

THE HOTEL ROYAL, facing or overlooking the Rhine, commands an extensive view of this noble river. This well-known Hotel contains numerous suites of apartments for the accommodation of families visiting Cologne. And in consequence of the Hotel having been recently enlarged, there are several apartments on the ground floor. Travellers will find this House extremely convenient for landing from, or embarking on board of the Rhine Steamers. Table d'Hôte at 1 & 5 o'clock. Omnibuses and private carriages belonging to the Hotel. [118

HOTEL DE BELLE VUE, at DEUTZ, commands a fine view of the Cathedral and of the Rhine. This old-established house has long been favorably known to travellers. The Proprietor, J. A. Kimmel, respectfully assures English travellers he deems himself honoured by their patronage, and that he spares no expense to render his Hotel deserving of it. During the summer months a military band plays every afternoon in the garden of the Hotel, which faces the Rhine. [121

COLOGNE—Continued.

HOTEL DU DOME, is advantageously situated near the south entrance of the cathedral, opposite to the new Rhine Bridge, and is one of the nearest to the Rhenish railway station. The present Proprietor, Mr. J. METZ, has entirely refurnished the hotel, and has spared no expense in fitting it up, both elegantly and comfortably. Strict attention is paid to cleanliness and prompt attendance. The dining-rooms are very spacious, and *déjeunés* and dinners à la carte may be had at all hours. Table d'hôte at 1 o'clock. Moderate prices. Breakfast, 1fr.; Dinner, 2fr. 50c.; Beds, 1fr. 50c to 2fr. [123

HOTEL DU RHIN, RHENISH HOTEL, HAY MARKET, COLOGNE.—Mr. Riedal, the present proprietor of this first-rate Hotel, formerly kept by Mr. Staudt, begs leave to recommend it to travellers. The situation of this Hotel in the centre of the town, near the river, its vicinity to the landing place of all the Steamers and Railway Station, the comfort and elegance of the apartments, and the good accommodation it affords at moderate prices, render it a most desirable residence for travellers passing through Cologne. [122

COBLENTZ.

HOTEL DE BELLE VUE.—MR. M. HOOHE, Proprietor.—This favourite and first-class Hotel with which the Hotel des Trois Suisse, entirely refitted, has recently been incorporated, is pleasantly situate, close to the landing place of the steam-boats, facing the Rhine, and commanding a most beautiful view of the Castle of Ehrenbreitstein.—This magnificent establishment is fitted up in a very superior style, and conducted in a manner to deserve the patronage it enjoys among the English nobility and gentry, who will find it a most desirable residence for comfort and accommodation—which nothing can surpass—and for civility and attention. [126.

HOTEL DE TREVES, CLEMENT'S PLACE—MR. F. MAAS, Proprietor. Delightfully situated opposite the Palace of the Prince Regent of Prussia, near the Railway terminus, the Steamers, and Post office. The Hotel de Treves is the oldest established house in Coblentz, and offers good accommodation at moderate prices. Omnibuses to and from each train. [127.

HOTEL DU GEANT.—M. SCHULTZ, Proprietor.—This well-known and favourite first-class hotel is delightfully situated opposite the castle of Ehrenbreitstein; it is the nearest to the landing-place of the Steamers, and commands a most beautiful view of the Rhine and surrounding country. This highly recommended establishment combines superior accommodation with moderate prices. [125.

DIEPPE.

HOTEL ROYAL, FACING THE BEACH.—The Bathing Establishment and the Parade, is one of the most pleasantly situated Hotels in Dieppe, commanding a beautiful and extensive view of the sea. Families and gentlemen visiting Dieppe will find at this establishment elegant, large, and small apartments, and the best of accommodation at very reasonable prices; the refreshments, &c., are of the best quality. Table d'Hote and private Dinners. [129.

HOTEL DES ARMES DE FRANCE, GRANDE RUE, 44 and 46. This old established and considerably enlarged and improved hotel, is strongly recommended to the notice of families and travellers visiting the Continent, as offering the combined advantages of comfort and moderate charges. Situated in the most agreeable part of the town, within a few minutes' walk of the Baths. Its vicinity to the landing of the Newhaven Steamers, renders the situation of this establishment most desirable; and, in returning sincere thanks for the patronage it has hitherto enjoyed, Mr. DURAND hopes by unremitting attention to be favored with a continuance of the same. Arrangements on reasonable terms may be made with families, by the week or the month, during the winter season. Excellent stabling and lock-up coach houses. [130.

DIEPPE—Continued.

GOSSEL'S HOTEL DE L'EUROPE. This Hotel offers superior accommodation at very moderate charges to families and gentlemen, and is peculiarly convenient for travellers departing or arriving by the Steam packets. Its situation, near the Custom House, and on the Quay, is both convenient and pleasant. It is one of the oldest established hotels in the town, and is conducted on principles combining comfort, and a first-rate cuisine, with the strictest economy. This Hotel is ten minutes' distance from the Railway Station.

A carriage belonging to the Hotel is always in attendance for passengers at the arrival of the steam-packets. [131

THE QUEEN VICTORIA'S AND NORTH HOTEL—Kept by MR. GUIBON, is situated on the quay, Henry IV., close to the Custom House and steamers. Mr. Guibon begs to acquaint Gentlemen and Families visiting Dieppe, that he has made considerable alterations and improvements in his Hotel, which has been newly furnished, and will be found to possess every comfort. All charges are most moderate, and the strictest attention paid to the cellars. Table d'Hote at five o'clock. Private Dinners and Restaurant. Opposite the Railway station.

N.B.—A Carriage is always in attendance at the Railway Station and Steam Packets, to convey passengers and their baggage to the Hotel without charge. Arrangements by the Week, or Month, for the winter season, moderate. French and English newspapers taken. [128

DIJON.

HOTEL DU PARC.—MR. LIPARD, aîné, Proprietor.—The situation of this Hotel, in the centre of the town, is very convenient, it commands a delightful view. English travellers patronising this Hotel will find every comfort, and experience every possible attention. The accommodation consists of comfortable and elegant Public-rooms, Private Suites and airy Bed-rooms.—N.B. Return Post Carriages may always be had at this Hotel for Switzerland, Italy; and at Geneva corresponding return Post Carriages may be had from the Terminus of the Paris Railway. [132

DRESDEN.

HOTEL ZUM KRONPRINZ: Crown Prince Hotel. Proprietors, Messrs. Moritz and Schulze. This splendid first-class hotel is situated in the most beautiful street in Dresden, the *Hauptstrasse*, near all the principal railway stations. Being one of the largest hotels in Saxony it offers a variety of accommodation, a large number of bed-rooms, handsome private sitting rooms, elegant saloons, &c., comfortably furnished, commanding the best of views, adapted for families, or single gentlemen, moderate charges. Table d'hôte at one o'clock. Private Dinners at any hour. [135

VICTORIA HOTEL—E. DREMEL, Proprietor.—This first-rate Establishment, situated near the great Public Monument, combines comfort with elegance, and has the advantage of possessing a spacious and beautiful garden. The superior Table d'Hotes daily. Private Dinners at any hour. During the winter, Board and Lodging at very moderate prices. [136

HOTEL DE SAXE.—Mr. J. F. Dorn, Proprietor.—This old established and remarkably fine hotel is situated in the centre of the town, on the new market, near the Picture gallery and King's palace, and will be found deserving the patronage of the English Nobility and Gentry, Families or single Gentlemen. Every effort has been made to render it as comfortable as possible.

The refreshments are always of the best quality. Excellent wines, and everything at moderate prices. Good attendance, and Baths in the house. [137

DRESDEN—Continued.

HOTEL DE BELLE VUE.—Messrs. KAYSER AND FRANKE, Proprietors. This fine large Establishment, situated on the banks of the Elbe, between the two beautiful bridges facing the Theatre, the Museum, and Catholic Cathedral, adjoining the Brussels Terrace, and opposite the Royal Palace and Green Vault, contains one hundred front rooms These apartments combine elegance and comfort, and most of them fronting either the Theatre Square, or public Walks and Gardens of the Hotel, command fine views of the river Bridges, and distant Mountains. The gardens of the Hotel afford its guests an agreeable and private promenade. Table d'hote at one and five o'Clock. Private dinners at any hour. To Families or Single persons desirous of taking apartments for the winter, very advantageous arrangements will be offered, and every effort made to render their residence in the Hotel pleasant and comfortable. [134

Magazine of Jewellery, Gold and Silver Manufactures.

MAURICE ELIMEYER, Jeweller to the Royal Court of Saxony, Jeweller, &c., to HER MAJESTY THE QUEEN OF ENGLAND, and Jeweller to the Ducal Court of Saxe-Coburg-Gotha,

No. 1, at the Corner of the New Market, opposite the Royal Picture Gallery and the Hotel de Berlin.

Recommended by a splendid Assortment of rich and tasteful, set and unset Jewellery. Objects of Fancy and Ornaments in Gold and Silver.

☞ Any orders will be executed with the most careful attention [138

BANKER AND EXCHANGE OFFICE.

MR. PHILIP ELIMEYER, 7, WILSDRUFFERGASSE gives the highest rate of Exchange for Bank Notes, Post Bills, or Circular Notes; and all Foreign Monies can be exchanged at this establishment to the best advantage. Mr. Elimeyer readily affords English travellers every information they may require as to the proper money for the journey they intend going [139

DUSSELDORF.

BREIDENBACH HOF—HOTEL DISCH.—This superior and first-class Hotel, is in the best and most agreeable part of the Allee—the principal promenade of the town, close to the beautiful Park, and a short distance from the landing place of the steamers. It is most centrally situate, about midway between the Railway Stations for Aix-la Chapelle, Cologne, Elberfeld, and Berlin. It is also within a few doors of Mr Schulte's Exhibition, or Gallery of Modern Paintings.

Her Gracious Majesty Queen Victoria, and Prince Albert, honoured this Hotel with their presence *en route* to Berlin August, 1858 [140

HOTEL PRINCE OF PRUSSIA, opposite the Cologne, Minden, and Elberfeld (Grafrath) Railway Stations. Mr. E. SCHLEGER, Proprietor. First-rate house, comfortable rooms, and moderate charges Situated in the best part of the town. [142

HOTEL DE L'EUROPE.—Opposite the Cologne, Minden, Berlin, Dutch and Elberfeld Railway Stations, the latter passing near Grafrath, the residence of Dr. Leun, the celebrated Prussian Oculist, and a short distance from the Rhine. This first-rate and highly recommended Hotel is conducted by Madame E. Goetzen, Proprietress. [141

EGYPT.

THE undersigned respectfully begs to inform the travelling public that he has at a great expense, elegantly renewed and enlarged the INDIA FAMILY HOTEL, situated in the grand square of Alexandria, Egypt, in the vicinity of all foreign missions and the centre of the town. In tendering his sincerest thanks to his numerous clients for the kind support and encouragement already received, he begs to solicit the further patronage of travellers to the East, assuring them that entire satisfaction will be given for comfort and moderate charges.

ANTONIO MAEDI [143

FLORENCE.

GRAND HOTEL NEW YORK, situated Lungo L'Arno, with a southern aspect, and at some distance from the Waterfall, which is disagreeable to most travellers. This Hotel is fitted up in the English style for the comfort of Families, and may be truly reputed as one of the best in Italy. The Rooms are adapted for large and small Families and also for single Gentlemen. Table d'Hote. Baths in the Hotel. Reading rooms. Good attendance and very moderate charges. [147.

HOTEL DE LA PENSION SUISSE, Mr. Pierre Monin, Proprietor.—An economical residence for strangers visiting Florence. This desirable residence is in the centre of the town, near the Place and Bridge of St. Trinita, and opposite the Palace Strezzia, No. 4186, affords the best of accommodation at all seasons, and possesses all the comforts necessary to the comfort of English visitors. The apartments are newly furnished. Table d'Hote daily, and Breakfast *à la fourchette*. Board and Lodging 1 piastre a day. [148

HOTEL DE LA VILLE.—Lungo L'Arno Nuovo.—This hotel, formerly the Palace Filigay, situated on the Arno, with a southern aspect, is fitted up in the English style, for the comfort of English families, and may truly be considered one of the finest in Italy. The rooms are large and airy, and well-ventilated for large or small families, and for single gentlemen. Table d'hote. Baths in the hotel. English papers. Fixed prices. De Lodomez, Proprietor. [149

GRAND HOTEL DE LA VICTOIRE.—On the Lungo l'Arno.—Gustav Pagnini, Prop. This first class Hotel is one of the best situated in Florence, it was formerly a magnificent palace, and now offers superior and most comfortable accommodation, uniting comfort with economy. Large and small apartments and single rooms; moderate and fixed prices. Table d'Hote at 2 and 6. Spacious Coffee Rooms, Dining Rooms; Reading Rooms, with English and Foreign Newspapers. Baths. Mr Pagnini is also proprietor of the Hotel du Pelican, at Lucca. [150.

HOTEL D'YORKE, near the Cathedral, Madame Augier, Proprietress, has the advantage of being in the vicinity of the Duomo, the principal collections of Paintings, and public buildings. It possesses extensive and good accommodation for families and gentlemen; large and small apartments elegantly and comfortably furnished. Table d'Hote remarked, daily Reading and smoking rooms, baths. The greatest order, quietude and cleanliness, pervade the hotel, and the charges are moderate. English, French, German and Italian spoken. [145

ENGLISH BANK AND EXCHANGE.—Piazza Santa Trinità.—J. H. BROWN continues to give the best exchange for Bills, Circular Notes, and Letters of Credit, whether addressed to him or not, without any commission or charges whatever, by which the traveller saves four or five dollars on every £100 exchanged. The rate of exchange is marked outside the Bank door. Mr. Brown's London agents are Messrs De Mattos and Godefroi, 6 Pinnall-court, Throgmorton-street; and in Paris, Messrs Howard Bovard & Co., Bankers, 5, Rue de la Paix. Next door to the Bank is the Wine and Tea Warehouse, for Wines, Tea, English Beer, Spirits, Groceries, and a great variety of English and Foreign articles at moderate rates; also a Collection of Pictures of Ancient and Modern Masters, and a General Agency Office for forwarding goods and works of art to any part of the world, procuring and letting apartments &c. &c. [151

FRANKFORT-ON-THE-MAINE.

UNION HOTEL, FORMERLY HOTEL WEIDENBUSCH.—Notice is respectfully given to Travellers that the Hotel Weidenbusch, kept by the undersigned for the last nine years, and with great success, will, after the 1st. June, be called the Union Hotel.

The establishment has undergone extensive alterations and improvements, the greater part of the furniture being new, and adapted to suit the requirements and taste of the present day.

The proprietor avails himself of this opportunity to state, that he trusts his endeavours to promote the comforts of his guests will insure him a continuance of the patronage of the public.

GUSTAV. MEYL, PROPRIETOR. [154

FRANKFORT-ON-THE-MAINE—Continued.

LANDSBERG HOTEL.—Noblemen and Gentlemen who may be pleased to honour me with their patronage will find every convenience and comfort in my Hotel. With other advantages are combined the most prompt and assiduous attendance (for which, indeed, the Landsberg has long been celebrated throughout Germany), an extensive stock of the choicest wines ranging back to the year 1811, and about three hundred and fifty beds (many with double numbers), elegantly furnished private sitting rooms with *salle à manger* and public rooms. The Commissioners are constantly at home. Here are Private Carriages of all dimensions. FRED. GRUNBACK, Landlord. [156

RHEINISCHER HOF IN FRANKFORT—RHINE HOTEL.—This first class house has been greatly enlarged, thirty new rooms having been added. It stands in the most healthy situation of any in the city, on the River Maine, and commands a full view of the Bridge, the Island of Sachsenhausen, and the Alps. Charges strictly moderate. Good attendance. Boots at the Railway Station. [156

HOTEL DE RUSSIE.—The undersigned begs to inform the Nobility, Gentry, and Travellers in general, that he has taken the above Establishment from the 1st of May, and that no exertion will be wanting to render it worthy of the patronage of the public. Every comfort and attention may be relied on. [157

THE ROMAN EMPEROR, an Hotel of the first class, much frequented by English travellers, distinguished for its excellent cuisine, comfort, and attention. Charges moderate. Excellent Wines. Mr. [illegible] [158

FREIBURG IN BRESGAU, DUCHY OF BADEN.

DEUTSCHER HOF—HOTEL D'ALLEMAGNE, GERMAN EMPIRE, Proprietor [illegible]. This first class house is beautifully situated on the banks of the River [illegible], and has been lately much improved by the proprietor. It is always ready to receive English travellers, and is universally praised in all English and American Hand-books for travellers. Table d'hôte at one o'clock. Every information respecting excursions in the Black Forest, &c., may be obtained at the Hotel. Very fine trout fishing. Omnibus to and from the Railway Station. English divine service on Sundays. [159

HOTEL ZÄHRINGERHOF—MR. C. F. SOMMER, Proprietor.—This comfortable family hotel, which has recently been entirely restored and enlarged by the present proprietor, contains 80 beds, and commands a fine view of the Black Forest and Switzerland mountains. Carriages may be procured by the month, week, or day, at moderate charges. Any misunderstanding with the coachman, Mr. [illegible], will be at once rectified. [159

FRIEDRICHSHAFEN.

HOTEL NESTLE—ZUM SCHWAN—Proprietor, MR. NESTLE—Commands a magnificent view of the lake and the Alps. It is most conveniently situated, being only three houses from the terminus and twelve from the port. This first rate hotel, which was rebuilt only a few years since, affords travellers excellent accommodation. It has a great number of most comfortable apartments and single rooms, and a beautiful Garden bordering the Lake for the use of the visitors staying at the hotel. Prompt attention. Cleanliness. Moderate terms. English and French spoken. [160

GENEVA. (SWITZERLAND).

HOTEL DES BERGUES.—Mr. A. E. RUFFENACHT, Proprietor—The largest in the town of Geneva, is in a delightful situation, near the English Church and the Lyons Railway Station. It is the only Hotel commanding an extensive view of Mont Blanc, and is replete with every comfort and accommodation a first-class hotel can afford families and gentlemen. [163

HOTEL de L'ECU.—This unrivalled and admirably conducted hotel has long enjoyed an extensive and high reputation among English Travellers. Situated in the finest part of the town, and facing the lake, it commands a beautiful view of the environs. Its accommodation is of so superior a character, that tourists will find it a highly desirable place of residence or of temporary sojourn. [163

HOTEL METROPOLE.—Mr. Wolbold, in retiring from the Hotel La Balance, in Geneva, returns his best thanks to his friends and the public at large for the great patronage he has received during the last twenty years. Mr. Wolbold has now taken the Hotel de la Metropole situate on the Grand Quai, Geneva, and hopes by his continued attention to merit a share of those travellers' favours bestowed on their support, that he shall give them perfect satisfaction. The Hotel is newly erected, beautifully situated on the Grand Quai, and commanding a splendid view of the Lake, with spacious and lofty rooms. It contains two rooms all furnished with every requisite to insure the perfect satisfaction of each and every visitor. It is now the largest Hotel in Geneva. There are two tables-d'hôte at 1 and 5 o'clock. The landing of the packets is very near the Hotel. English and other newspapers; and several of the attendants speak French, German, Italian, and English. To avoid the objection that many travellers have to ascend to the fourth and fifth stories, the proprietor has made convenient sleeping chambers above the ground-floor apartments. The most elevated of the Hotel may be thus gained in a few minutes, and command a fine view of the Lake and Mont Blanc. The apartments are most comfortable for families or single gentlemen. Good Stabling and Coach-houses. [161

ENGLISH CHEMIST AND DRUGGIST, 1, Place des Bergues. Geo. Baker informs the English and American visitors and residents that he has at the present moment, a large and select stock of English patent and all other medicines. Perfumery, tooth, nail and hair brushes of the best manufacture, Lizard's hair gloves, Puffs, and sponges. Soda, Saratoga, Seltzer, and all mineral waters. Every article of the best quality, and prices moderate. [162

A la Ville de Paris, 67 Rue du Rhone, Geneve.

MAISON BLUM. FRERES.

Branch establishments at Lausanne, Vevey, Yverdon, Neuchatel, Bienne, and Zurich. Ready made clothes for Gentlemen and children, orders to measure at the shortest notice, and warranted of the most fashionable cut. Plaids, railway rugs, shirts, collars, cravats, and English macintoshes. Good choice of cloths of all descriptions. [162

WATCHMAKERS AND JEWELLERS.—Messrs. Ad. Lang and Padoux, Grand Quai, No. 171, beg to call the attention of travellers to their establishment, in which they will always find a large assortment of Chronometers, Repeaters, TIME PIECES FOR HORSE RACES, Ladies' and Gentlemen's watches of all kinds, as recommended for the perfection of the works as for the variety and good taste of the case ornaments. The watches sent are warranted at the various correspondents abroad as well as in Geneva itself. Agents and correspondents in the principal cities of Europe and America. A select assortment of jewels of the latest and most tasteful description, and of SINGING BIRD BOXES is also to be found in this establishment. All the persons employed in the above stores speak English. [162

PATEK PHILIPPE & CO., Geneva Watch Manufacturers, honoured with Medals from the London, New York, and Paris Universal Exhibitions. In the workshops every separate part of a watch is made from the rough metal to the entire completion of the watch. Plain and complex Watches and Chronometers, definitively regulated for the pocket, winding up and setting by hands, with or without a key. [162

GENEVA. (Switzerland)—Continued.

WATCHMAKERS, BAUDIN BROTHERS, Grand Quai, facing the Jardin Anglais. Manufacturers of the celebrated and best description of Geneva Watches, Jewellery, &c., respectfully invite the attention of travellers to their Establishment, at which they will find every variety of Watches, from the most diminutive to the best of chronometers, all highly perfected and warranted. The same house in Paris, 7, Rue de la Paix. [170

WHOLESALE AND RETAIL.—GEORGE ROCH.
MANUFACTORY OF WATCHES AND JEWELLERY.

A LARGE assortment of Warranted Watches, of every species. Repeaters, Chronometers, Travelling Clocks, &c., and Jewels of the newest description. Rue du Rhone, No. 183, Geneva. Recommended in Murray's Handbook. [171

WATCHES AND JEWELLERY.—A. Malignon, 11, Rue de la Corraterie, first floor. This being one of the oldest manufacturing establishments in Geneva, is reputed for the excellent quality and workmanship of its articles. An extensive and select variety of Jewellery and Watches of the best description. [167

CLERC BONNET,

PLACE DES BERGUES, No. 8.

Great variety of Havannah Cigars of the first Brand; Cabanas, Partagas, Figaro, &c., &c. Forwarded to all parts. [173

GENOA.

HOTEL DE LA CROIX DE MALTE.—Messrs. COUSINS, BOTTACHI, & Co., Proprietors.—This Hotel is situated in the centre of the town, commands a view of the sea, and is the nearest to the Steam Packet Wharf. It has lately been much enlarged and embellished, and all the modern improvements conducive to comfort have been introduced, to render this Establishment worthy of the patronage of the English Nobility and Gentry. [176

HOTEL DE FRANCE—kept by J. ISOTTA.—This hotel is admirably situated in the centre of the city, at the Palazzo Adorno, at the corner of the Piazza di Bianchi, and has a good view of the Port and the Exchange. Every accommodation for travellers and families. Large and small apartments. A good Table d'hote, and Private Dinners, a la carte. Omnibuses at the railway station to convey travellers to the hotel. Mr. Isotta is also proprietor of the Hotel Nazionale, near the railway station, a quiet and comfortable house, equally well conducted. This hotel is much frequented by English families who make any stay at Genoa, for its beautiful situation. [177

HOTEL ROYAL (*ci devant* de Londres), a first-rate house, commanding a beautiful view of the sea, and the environs. This Hotel is highly recommended for its cleanliness, comfort, and excellent cooking, and moderate charges: Madame Perosio being English, is unremitting in her attention to travellers. The London Times paper taken in daily. An omnibus belonging to the hotel will be found at the railway station. [178

HOTEL FEDER, formerly the Admiralty Palace, is situate at the corner of the Palace Bianchi, opposite the Port, and commands a magnificent view of the sea. This Hotel will be found to merit, in every respect, the patronage with which it is honoured by the English nobility and gentry, from its perfect cleanliness, high respectability, and the increasing attention to the comforts of Travellers. Table d'Hote, and private dinners à la Carte. Coach-House and Stabling. Mr. Feder is also proprietor of the Hotel Feder at Turin, and of the Hotel de France at Nice. [179

GHENT.

HOTEL ROYAL, PLACE d'ARMES. This Hotel is situated in the centre of the Town, contiguous to all the public establishments, and Railway Station. Travellers will find every comfort at this Hotel, and experience prompt attention from the attendants. Arrangements made with families at very moderate prices during the Winter Season. [183

HOTEL DE VIENNE.—This Hotel, in the centre of the town, near all the public places for amusement or business, and in the most open and airy situation, has been opened by A. ROZMANN, who begs to recommend it to the public for the improvements introduced therein, for his attention to the comfort and convenience of his visitors, and for the good quality of his wines and viands, combined with very moderate charges. English, French, and German spoken. English Church Service every Sunday at ½ past 12 o'clock. [184

HOTEL DE LA POSTE.—PLACE D'ARMES. Mr. C. Dubus, late Proprietor of the Hotel de Flandre, begs to inform English Travellers that he has removed to the above well-known, first rate, and beautifully situated establishment, which affords extensive and superior accommodation for families and single gentlemen. In taking the above-named Hotel de la Poste, Mr Dubus is enabled to offer still the accommodation to the most opulent families, and to commercial gentlemen, and pledges himself to spare no exertions to deserve the patronage of all classes of travellers. [185

GRATZ.

HOTEL DE L'ELEPHANT.—Murplatz, No. 967 and 968.—This favourite and first-class Hotel has been newly fitted up with every comfort, and considerably enlarged to meet the increased patronage of English travellers. One hundred and twenty rooms and saloons. It is the nearest to the Railway Station. English, French, and Italian spoken by the servants. Hot and Cold Baths in the Hotel.

Omnibus belonging to the Hotel conveys passengers to and from the trains. E. LIST, Proprietor. [186

HOTEL ARCHDUKE JOHAN.—MR. SONNHAMEL, Proprietor. This first-class Establishment is situated in the centre of the town at the corner of the Square, and adjacent to the principal public buildings. It is also most centrally situated for visiting the objects of attraction in Gratz, and its proximity to the Railway Station will be found very advantageous. This Hotel offers excellent accommodation at moderate prices. [185

THE HAGUE.

HOTEL PAULEZ, formerly Heerer Logement.—Korte Vorhaen, at the Hague.—This Hotel has been entirely refitted and re-furnished throughout in the best taste possible, and is situated in the finest quarter of the city, facing the Theatre Royal, at the entrance to the wood. The table d'hote at half-past four, served with the greatest care, and *très recherché* is the most frequented. The proprietor has spared no expense to insure that every comfort and convenience of modern invention that the most fastidious traveller can wish, should be found in this establishment. The House has recently been enlarged and now contains several additional apartments.—P. Paulez, Proprietor. [186

HOTEL DU VIEUX, or OUDE DOELEN.—Mr. VAN SANTEN, J.J., Proprietor. This old-established and most comfortable Hotel is extensively patronised by Travellers on account of its superior Accommodation, its handsome and well-furnished Apartments and spacious Saloons—for its admirable situation and beautiful Garden; as also for the quality of the Wines and Refreshments, the Table d'Hote and Restaurant, and the general civility of the Attendants. [186

EXCELLENT CUISINE.

THE HAGUE—Continued.

HOTEL BELLE VUE.—C. A. E. Maitland, Proprietor.—This favourite and first-class hotel, pleasantly situate opposite the Royal park, in the most delightful part of the Hague, commanding a most beautiful prospect near the promenade and public buildings, is fitted up in a very superior style, and conducted by the proprietor, who is of English extraction, in a manner to render it deserving the extensive patronage it enjoys among the nobility and gentry of the Continent. English travellers will find it a most desirable residence for comfort and accommodation, which nothing can surpass, and for civility and attention. In addition to the beautiful rural scenery in front of the house, there is a fine extensive garden, with shaded lawns and a pavilion. Arrangements made by the month on favourable terms. ☞ Table d'Hote at half-past four o'clock. [191

HOTEL LA GRANDE COUR IMPERIALE (GROOT-KEIZERSHOF). Proprietor, J. A. Springer.—This Hotel is most conveniently situated in the centre of the town, and the Government offices, in the Buitenhof Square. It is much frequented by the members of the States-General, distinguished families, or single gentlemen, for whom it is peculiarly well adapted by its large or small apartments. For several years past it has been renowned for its *cuisine*, its elegant accommodation, and neatness. Arrangements made by the week on favourable terms. [188

HAMBURG.

HOTEL CROWN PRINCE.—Zum Kronprinz. This establishment, combining excellent accommodation with moderate charges, will be found most suitable to commercial Gentlemen visiting Hamburg. The situation is most central and pleasant, particularly open and healthy, on the Alter Jungfern top. The Hotel is exceedingly quiet, exceedingly comfortable: the rooms lofty, and well-furnished, and scrupulously clean. Bed-rooms from 1 mare. Arrangements made with persons staying some time. Table d'hote 1 mare 8 sl., at 3 o'clock. The utmost attention and civility shown to English visitors. C. H. Grubbe, proprietor. [193

ENGLISH HOTEL.—Admiralty Strasse,—situate in the centre of the town, only three minutes' walk from the Exchange and Harbour. Affords excellent accommodation at moderate charges. Visitors whose business may be in the city, will find this Hotel most convenient from its central position. Particular attention bestowed on the sleeping apartments, which are quiet, clean, and comfortable. Refreshments of all kinds at moderate charges. Hot joints, Soup, Fish, from 1 o'clock daily. Luncheon, Chops and Steaks, at all hours. Commercial gentlemen visiting Hamburg will find this a desirable residence, and the landlord, Mr. Bargstedt, ready to afford any information. First-rate Wines, Spirits, Ale, Porter, &c. [194

HANOVER.

HOTEL ROYAL, immediately opposite the General Railway Station for Bremen, Berlin, Brunswick, Cologne, Hamburg, &c., admirably situated, in the best part of the city. The *Cuisine* and Wines are of first-rate quality, and the accommodation excellent for families or single travellers. The Reading-Room is well supplied with Newspapers and Periodicals. A beautiful garden for the use of visitors. [196

THE UNION HOTEL, C. M. Reiss, Proprietor, is the nearest Hotel to the Railway Station. It is conveniently situated for travellers, and commands a fine and salubrious aspect. Furnished in the best modern style, it affords accommodation for a large number of travellers, who will find the best of refreshments are supplied at reasonable prices. [197

HOTEL BRITISH, OR BRITISH HOTEL.—Mr. A. Esser, Proprietor. This Hotel is most conveniently situated in the centre of the town, close to the Theatre, the Kings Palace, and the Railway Station. This establishment, reputed one of the best in Hanover, will be found exceedingly comfortable and good in every respect. Large or small apartments for families or single gentlemen. Refreshments and wines of the best quality. Omnibuses at the Railway Station convey passengers to this hotel. Persons taken *en pension* at 5frs. per day. Service complete. [198

HANOVER—Continued.

THE VICTORIA HOTEL is recommended to the travelling Public for its delightful situation in the neighbourhood of the Railway Station, the Public Promenade, and opposite the Royal Theatre. The accommodation is excellent, and the landlord trusts that the general arrangements of the Hotel, for comfort and good attendance, will deserve the patronage of English Travellers. Julius Ripp, Proprietor. [193

HAVRE.

HOTEL DE L'EUROPE. Rue de Paris. The situation of this well-known and old-established Hotel is central and convenient for every part of Havre, from its immediate vicinity to the Theatre, the Exchange, the Docks, and the Quays. Visitors will find superior accommodation at reasonable prices. It can be highly recommended for its comfort, cleanliness, and excellent Table d'hote, &c. The Railway Booking Office is next door to the Hotel. Restaurant à la Carte. [200

WHEELER'S HOTEL, 19, PETIT-QUAI, NOTRE-DAME.—This Family and Commercial Hotel, near the Custom House and Steam Packets, has been newly fitted up in the English style, with those domestic comforts so essentially necessary to travellers. It will be found to combine comfort with moderate charges. Omnibuses to and from every Train. [189

HEIDELBERG.

MULLER'S PRIVATE FAMILY HOTEL.

Within two minutes' walk from the station and Post Office, in the Anlagen, the most fashionable part of the Town, contains small and large Apartments, a separate Dining Room, and Travellers' Saloon, and an extensive Garden. The Establishment is elegantly furnished, and is most comfortable for English Families. The terms for Summer and Winter are very moderate. This house is also recommended in Murray's Hand Book. [202

HOTEL PRINCE CHARLES.—In the Market-place, nearest to the Castle, with a fine view of the ruins of the Castle. This Hotel, well known as a *first-rate house*, is without question the largest and best situated establishment in the town. It has been lately enlarged and embellished, and is conducted on a most liberal scale under the personal superintendence of the proprietors. Table d'hote at 1 and 5 o'clock. An arrangement for board and lodging may be made for families and single gentlemen during the winter at very moderate prices. English divine service is performed every Sunday in the town. [203

HOTEL DE HOLLANDE, quiet and delightfully situated on the banks of the Neckar, and commanding a fine view of the opposite romantic mountain scenery, the nearest to the landing-place of the steam-boats and close to the Castle. Mr. Spitz, the proprietor, is well known for his particular attention to his guests, for the cleanliness of his hotel, and moderate prices. Table d'Hote at 1 and 5 o'clock. English and French spoken.

Arrangements for board and lodging during the winter season for families and single gentlemen, may be made at very moderate prices. [206

THE ADLER (or EAGLE) HOTEL, in the Grand Place, commands a beautiful view of the celebrated Castle of Heidelberg. English and American Families and single Gentlemen will find this house one of the most comfortable, combining excellent accommodation with cleanliness and moderate charges.—(See Murray, page 531.) Elegantly furnished apartments of all descriptions. Piano, Baths, Carriages, London Times, and two table d'hôtes at 1 and 5 o'clock, are found in the hotel, which is superintended by Mr. Lehr himself, who speaks English and French, as do the servants.

There is also a fine pond of Trout in the yard of the Hotel, where they are always to be had fresh. [204

HOMBOURG.

HOTEL DE HESSE.—Landlord Mr. BRAUN. This hotel, the oldest established in Homburg, and opposite to the Kurhaus, is replete with accommodation, cleanliness, prompt and respectful attendance, extreme moderation in charges, a scrupulous particularity in providing the best viands, wines, &c., and general attention to the requirements of comfort, respectability and refinement, are the attractions which the proprietor can conscientiously hold out in soliciting patronage The bed-rooms and sitting-rooms are well furnished and airy; the back-rooms, even, affording a pleasant prospect. The coffee-rooms are spacious, nearly two hundred persons frequently assemble at the celebrated one o'clock Table d Hôte. Valets de place and night porters are kept. Cabs are within a moment's call. Excellent Stabling and lock-ups for Carriages. A second Table d'Hôte at five o'clock during the winter. [206

HOTEL IMPERIAL HOMBURG, NEAR FRANKFORT. The Proprietor of this first class newly done up Hotel informs the English nobility and gentry, that they will find at the Hotel Imperial, elegance comfort and scrupulous cleanliness. Large and small apartments per day, week, or month. *Pension* during the winter season. Particular attention to the *Cuisine*. [205.

KEHL (NEAR STRASBOURG).

HOTEL DE L'AGNEAU BLANC.—POST HOUSE.—M. LOBSTEIN.—This old-established and well-known hotel is highly recommended in Murray's and other Guide Books, and will be found deserving the continued patronage of English visitors. Persons desirous of seeing Strasbourg can leave their luggage at this house, to avoid the examination of it in that town Carriages are always ready to convey parties on excursions, &c, and omnibuses run between Strasbourg and Kehl eight times a day. [211

LAUSANNE.

HOTEL GIBBON (1st Class) MR. RITTER, PROPRIETOR.—Is situate on one of the most beautiful sites in Switzerland, and commands admirable views of the splendid scenery around Lausanne This well-known and extensively patronized Establishment has been recently newly furnished with all the elegance and regard to comfort, to which English travellers are accustomed, and being conducted under the immediate superintendence of Mr. Ritter, will be found to afford very superior accommodation. [214

LEGHORN.

HOTEL DES DEUX PRINCES, Piazzi des Grandes Duchis, adjoining the new post office, and not far from the railway station for Pisa and Florence. The Proprietresses, Mrs. and Miss Thompson, in returning thanks for the kind patronage of English travellers, respectfully inform strangers visiting Leghorn, that the Hotel des Deux Princes is most centrally and pleasantly situated. Large and small apartments elegantly furnished. Table d Hôte. Private dinners. [215

LEIPSIC.

HOTEL DE POLOGNE.—Messrs. GROSSBERGER and KUHL beg to call the attention of Visitors to Leipsic to their well-known commodious Establishment, situate in the centre of the town, near the Railway Station and Theatre, replete with every comfort, and containing 136 Bedrooms, Two large and elegant Saloons, Reading Room, Refreshment Room, and Bathing Rooms. Terms moderate. Suitable accommodation for Nobility, Families, or Single Travellers, Business or pleasure. [216

LIEGE.

To Travellers between England and Germany.

HOTEL DE BELLE VUE, AT LIEGE.—Gme. RIEGELS DELAFOSSE.—This Hotel, recently built on the left bank of the Meuse, at its junction with the Ourthe, within 400 yards of the New Railway Station, is recommended for the *convenience*, the *quietness*, and the *beauty* of its situation. It will be found to possess the comforts of the best English, with the advantages of the best Continental Hotels. Charges moderate. Servants included in the bill. Table d'Hôte daily. N.B.—The opening of the railway from Namur to Liege, through the picturesque valley of the Meuse, and the junction, at Liege, of all the lines of railway from Cologne, Ostend, and Calais, make the Hotel de Belle Vue at Liege a no less desirable town pleasant resting-place. [218

HOTEL DE SUEDE (proprietor Mr. Dalimier), one of the finest and best in Belgium, and the most frequented at Liege, is admirably situated, facing the Royal Theatre, the Boulevards, and near the Railway Station and Steam Boats. Patronised by Travellers of all nations; it possesses an excellent cuisine, and is favourably known for its scrupulous cleanliness, good attendance, and reasonable prices.—Large and small Apartments, combining every domestic comfort. Hot Baths to be had.

The dining saloon is splendid and elegant, and well supplied with foreign Newspapers, including the London Times. English spoken

Notice.—Hotel de Suede, exercise, by good in every respect, Mr Dalimier, Proprietor. [219

HOTEL DE L'EUROPE, PLACE DE LA COMEDIA.—This first-rate house affords excellent accommodation, combining elegance and comfort. The apartments well furnished, are large and airy, adapted to Families or single Gentlemen. Table d'Hôte at One o'clock and four o'clock afternoon. Prices moderate. English, French, German, Italian, Spanish, and Dutch spoken. Monsieur A. DENNARD begs to inform travellers that he is also Proprietor of the Hotel des Pays at Chaudfontaine, at which Hotel arrangements are made for boarding and lodging, Families or Single Persons on the most advantageous terms. [220

HOTEL D'ANGLETERRE, Place du Theatre—Mr. CLUCK, Proprietor.—This large and fine Hotel the nearest to the Railway station and Steam Packets—is situated in the most salubrious part of the town, contiguous to the Promenades and Public Establishments. It is celebrated for its cleanliness, good attendance, and reasonable prices. Excellent large and small well furnished Apartments, suitable for Families or Single Travellers. Fixed Prices. Superior cooking and Table d'Hôte very good. ENGLISH, FRENCH, AND GERMAN SPOKEN. [217

HOTEL DE L'UNIVERS situated immediately opposite the Railway Station, offers to families and travellers, spacious, comfortable, and airy apartments, newly furnished and decorated. Prompt attendance, cleanliness, and moderate charges. Table d'Hôte at one and five o'clock. Kept by Mr L. VERVAEST, successor to Mrs. Mostert. [221

LILLE.

HOTEL DE L'EUROPE, Nos. 30 and 32, RUE BASSE.—This well-known Establishment is situated in the centre of the public buildings, close to the Theatre and Railway Terminus. A Pavilion has been recently added, which contains numerous large apartments and saloons looking into the beautiful garden of the Hotel. Hot Baths to be had at all hours. Mr. Jh. FERRY, having been honoured during many years with the patronage of English Travellers, hopes, by unceasing attention to the comforts of his visitors, to merit a continuance of their favours. [222

LUCCA (Baths of) TUSCANY.

HOTEL GREGORY,—at the Villa, known by the name of Pavillion Hotel—is open under the immediate superintendence of the Proprietress, Madame Gregori Moul. This Hotel possesses the advantages of a close proximity to the English Church, a large garden with shady walks, and many comforts appreciated by English visitors. The proprietress hopes by attention and moderate charges combined with good living, to merit the honour of a continuance of that patronage which her establishment has enjoyed so many years. [223

LYONS.

GRAND HOTEL DE LYON. RUE IMPERIALE. A magnificent Establishment, making up 200 beds, with sitting rooms, furnished with all the elegance and comfort of the Grand Hotel du Louvre of Paris. Charges moderate. [229

HOTEL DE L'EUROPE, Place Belle Cour, and Quai de la Saone. Mr. Joly, Proprietor.—The excellent accommodation and comfort of this long-established house commend themselves to all Visiters; its situation on the quay of the Saone is one of the most central and delightful, commanding a view of the charming scenery of Lyons. The Apartments are excellent and well-furnished, the cuisine recherchée, the Table d'Hôte proverbially good, and prices moderate. English spoken. [230

GRAND HOTEL DE L'UNIVERS, 6, Rue de Bourbon, Place Bellecour, situated near the Post Office, the Rhone Steam Boats the nearest within 5 minutes' walk from the Universal Railway Station of Perrache. Messrs. Glover and Vuffray have the honour to inform the Nobility and Travellers that their excellent and splendid Hotel is fitted up in the English style, one of the partners being an Englishman. The Hotel is patronised by Families of the first distinction of every nation, and acknowledged to be one of the best and cleanest in France. Travellers are particularly requested not to attend to Conductors of Omnibuses and Touters, for, as they receive no bribe they will be sure to say that the Hotel is shut up, quite full, or too far off, so that those who listen to the suggestions of those interested individuals will certainly be deceived. Charges moderate, large and small apartments, excellent Table d'Hote. Private dinners. Stabling and Lock-up Coach houses Several languages spoken. A variety of Travelling Carriages for sale or hire. Omnibuses belonging to the Hotel convey passengers to and from the Railway Station and Steam Packet. [408

HOTEL COLLET, Mr. COLLET, Proprietor. This well conducted Hotel, situated Rue Imperial, near the Place Belle Cour, has been newly and elegantly furnished, and is deservedly recommended for its comfortable accommodation. Apartments for Families. An Interpreter, who speaks several Languages. [228

MACON.

HOTEL DES CHAMPS ELYSEES.—Mr. Buchalet Perrau, Proprietor.—The situation of this Hotel is central and conveniently contiguous to the Railway Station, and combines comfort with economy. Suitable apartments for families and gentlemen. An Omnibus to and from the Railway Station for each train. [234

HOTEL DE L'EUROPE.—Mr. Weiss, Proprietor. Macon, situated on the direct route between Paris and Geneva, or Paris and Turin. English Families and Gentlemen may rely on always finding excellent accommodation at the Hotel de l'Europe, which is beautifully situated by the river side, and commands fine views of Mount Blanc and the Alps. Omnibus to and from each train. Private carriage also if ordered. [232

MALINES.

HOTEL ST. JACQUES, situated in the corn market, the oldest established hotel in the town. The Apartments are newly furnished, and offer families and single travellers comfortable accommodation. A large and beautiful garden in the Hotel will be found a delightful attraction. Spacious Stables and Coach Houses. Private dinners at any hour. [234

MALTA.

MORRELL'S HOTEL.—Strada Forni. The oldest established Family Hotel, containing large and small apartments for families, also excellent sleeping rooms for single Gentlemen, with the use of a good Coffee-Room. Table d'Hote. Warm, Cold, and Shower Baths.

N.B.—Country residencies for Families. [236

MALTA—Continued.

IMPERIAL HOTEL, 91, STRADA STA. LUCIA, VALETTA.—This splendid and well-known Establishment affords excellent and most comfortable accommodation; large and small apartments at moderate charges. It can be strongly recommended for attention and civility.
GIOACCHIUS ELLUL, Proprietor. [236

LADIES AND GENTLEMEN visiting this celebrated Island are respectfully informed that articles of almost every description can be obtained at the lowest prices, of

T. B. HOOD & CO.,

Drapers, Grocers, Wine and Spirit Merchants, and Wholesale and Retail General Dealers, 111, Strada San Giovanni, Valetta, Malta.
N.B.—Millinery and Dress-making executed in the first style. [237

MANNHEIM.

HOTEL DE L'EUROPE.—Mr. W. HILLENGASS, Proprietor.—This delightfully situated Establishment, immediately facing the landing-place of the Rhine Steamers, is strongly recommended to the notice of families and travellers visiting Mannheim. During the winter, arrangements are made for board and lodging, according to agreement, on moderate terms. The prices of apartments, dinners, breakfast, &c., are the same as those of any first-class hotel. [238

MARSEILLES.

HOTEL DES EMPEREURS, Rue Canbière Maison Suisse, Chs. Chevrier Rufenacht, Proprietor—of the Hotel de Bergues at Geneva. This Hotel is close to the harbour, the diligence offices, the steam-boat station, the railway station, and post-office. Table d'hote. Bedrooms with a sea view, from 2 francs and upwards. Board and Lodging, 6, 7, or 8 francs per day, as per Agreement. This Hotel, admirably situated, and commanding several of the finest views at Marseilles, is still sufficiently central for the convenience of travellers. English spoken. Se habla Espagnol. Si parla Italiano. Man spricht Deutsch. Reading room; Saloon for Music; Baths in the Hotel. [240

GRAND HOTEL BEAUVAU.—FRED. SCHUMACKE RUFENACHT, Proprietor, formerly director of the Grand Hotel de Bayiere, Munich. This hotel is the only one having view of the sea, of the Canebiere and of Beauvau Street. It is most centrally situated near the Bourse, the Post, Dirigence, Railway, and Steam Packet offices. Large Apartments to Families; comfortable and cheap rooms for single travellers. [241

HOTEL DES AMBASSADEURS.—Travellers visiting Marseilles for business or pleasure, are recommended to patronize this Hotel, as being both highly respectable and comfortable, conveniently and pleasantly situated near the steam-packets, diligence and post-offices, with a fine view of the port. It is furnished in a superior style, and the living will be found first-rate, at no more than prices in inferior hotels. The attendance is good, and English, German, Italian, and Spanish are spoken. [242

GRAND HOTEL BRISTOL, ET NOAILLES, 24, Place Noailles—situated in the most healthy part of the city.—Mr. FELIX GUILLOT, Proprietor, formerly of the Hotel d'York in Paris, has the honour to inform Families and Travellers visiting Marseilles that he will do his best to make his house one of the most comfortable and clean in the city, and one of the most moderate in its charges. He hopes his friends will continue to honour him with their patronage, and pay his hotel visit without hesitation. Good Table d'Hote. Private Dinners. The Proprietor and the Assistants speak English. [243

HOTEL D'ORIENT, 17, Rue Grignan, kept by Mr. Borel, Brevetté of the Ex-Royal Family of France, the Courts of Spain, of Naples, of Turin, and of Egypt. [244

MAYENCE.

HOTEL D'ANGLETERRE.—HENRY SPECHT, Proprietor.—This elegant, first-rate Hotel, much frequented by families and gentlemen, situated in front of the Rhine bridge, is the nearest hotel to the landing-place of the steam-boats, and close to the stations of the Frankfort, Wiesbaden, Bavarian, Cologne, Bole, and Paris railways. It affords from its balconies and rooms extensive and picturesque views of the Rhine and mountains. English comfort. Table d'hote. This hotel is reputed for its superior Rhenish and Bordeaux wines, sparkling Hock, which Mr. Specht exports to England at wholesale prices. English Times and Illustrated News, French and German newspapers. [244

METZ.

HOTEL DE L'EUROPE, MR. MONIER, Proprietor.—This first-rate Hotel, much frequented by Families and Gentlemen, situated in the finest part of the town, near the Railway Station and Promenade, is replete with every comfort, the apartments are tastefully and elegantly furnished It is celebrated for its cleanliness, good attendance, and reasonable prices. Saloons, Reading and Refreshment rooms, Table d'Hote at 1 and 5 o'clock; Breakfasts and Dinners at all hours. Advantageous arrangements made with Families during the Winter Season. In front of the Hotel there is a fine extensive garden and large court-yard. Baths and carriages in the Hotel. Omnibuses and carriages belonging to the Hotel convey passengers to and from the Railway Station. English, French, Italian, and German spoken. [245

MILAN.

MILAN, LOMBARDY.—HOTEL DE LA GRANDE BRETAGNE.—Vital Biganzoli, situated CORSICA DELLA PALLA, 3327, near the Duomo. Large and small apartments; Table d'Hote delicately and abundantly served; Single Rooms for Bachelors; Lock-up Coach Houses; Baths; Galignani's Messenger taken in; English and French spoken. The Hotel is recommended in Murray's Handbook, and is well known to all travellers who have honoured it hitherto, for its reasonable prices, great comfort, and excellent situation. [247

HOTEL MARINO, (5, Rue Marino, Mr. C. Guzzi, Proprietor,) is situated in the most central part of the town, near the grand Theatre de la Scala and others; it is also close to the Dome, and other principal buildings of the city. This large and extensive hotel affords the best accommodation travellers can desire, at moderate charges. Restaurant at fixed prices, or à la carte. Dinners at all hours. Baths in the hotel always ready. English, French, and Italian newspapers. English, French, and German spoken. [246

MUNICH.

THE FOUR SEASONS HOTEL, situate No. 2, Maximilian Strasse; one of the most magnificent streets in Germany. Mr. A. Schlmen, Proprietor.—This establishment has been recently constructed and elegantly furnished in the newest and most fashionable style to ensure the most comfortable accommodation. It is situate in the most central part of the town, near the Royal Palace, the theatres and post office, and contains 120 large and small apartments, all having a view of the above-named street. Reading-room, supplied with English, American, and foreign newspapers. Hot and cold baths. An omnibus to and from each train. Elegant carriages for hire. A fixed charge for attendance. [406

HOTEL DE BAVIERE.—PAUL AMMON, Managing Director, respectfully informs British and American Travellers that the premises of the Hotel have been extensively enlarged, and that an additional spacious house adjoining the Hotel has also been furnished with every possible attention to comfort and elegance, for the reception of visitors. The establishment now contains 100 well-furnished apartments. The manager will leave nothing undone to give the utmost satisfaction to those who may honour him with their patronage. Table d'hôte at 1 and 5 o'clock; Carriages and Baths in the Hotel, and an Omnibus from the Hotel to the Railway Station. [248

MUNICH—Continued.

FRENCH RESTAURANT, PROMENADE STREET, MUNICH.

MR. QUATRESOUS, Proprietor.

DINNERS AND BREAKFASTS AT ALL HOURS OF THE DAY.

PRIVATE ROOMS FOR LADIES AND FAMILIES, &c., &c.

Every kind of Wines and Bavarian Beer.

EVERY COMFORT AND ATTENTION. [949.

NAMUR.

HOTEL D'HARSCAMP.—Travellers visiting Namur will find this a central and commodious Hotel, newly and elegantly furnished, and adapted in all respects to the improved taste of the Age. Reputed for many years as one of the best in Belgium for its respectability, its wine of the first quality, and its viands of the best description. Mr. F. Hoogen, the present Proprietor, will endeavour to render this Hotel deserving this high standing, and the support of its distinguished and numerous visiters. [951

HOTEL DE BELLE VUE.—Mr. HENRI FROHLICH, Proprietor.—Among the Hotels for which Belgium is celebrated, the Hotel de Belle Vue de Namur has always been considered as one of the best. The Proprietor spares no pains to render it deserving of this character and to make English Travellers comfortable on reasonable terms. Fixed prices, Bedrooms, 1fr. 50c. to 2frs. according to the floor. Breakfast, 1fr. Table d'hôte, 2frs. This hotel is situated in the most healthy part of the town, commanding a fine view of the citadel and adjacent country. N.B. There is an elegant drawing-room with piano and music for the special use of visitors. Hot and cold baths in the house. The Cuisine department will be found excellent, and the Wines very superior. An Omnibus belonging to the hotel conveys passengers to and from the Railway Station and Steamboats. [952

HOTEL DE HOLLANDE, Mr. Louis Reuff, Proprietor. This Hotel has long been known to English Travellers for its comfortable accommodation, good Table d'Hote, excellent wines, and moderate prices. It is most centrally situated, within a few minutes of the Railway Station. French, English, Dutch, and German spoken. [950

NANCY.

HOTEL D'ANGLETERRE, Mr. KELLER, PROPRIETOR, *situated opposite the Railway Station at Nancy*, and near Mr. Elle Baillie's, English banker, will be found to afford travellers good accommodation at moderate charges. Table d'Hôte. Mr. Keller, Proprietor, takes English money at current exchange. Galignani's Messenger and other newspapers. [953

NAPLES.

HOTEL CROCELLI.—Situated in the healthiest and cleanest part of the town; commands the most splendid and extensive Views of Mount Vesuvius and the Bay of Naples. This superior first-class Hotel is conducted on a liberal scale, and advantageous arrangements can be made with Families remaining any length of time. Table d'Hote. English and French papers. [954

NICE.

HOTEL DES ANGLAIS—No. 27, PROMENADE DES ANGLAIS, commanding a most delightful view of the sea and surrounding country. Families and gentlemen visiting this establishment will find it replete with every comfort and elegance. Charges moderate. Large and small apartments as desired. Table d'Hote daily, and dinners *à la Carte*. Bed chambers from 3 francs. The *Times*, *Galignani*, and several other English and Continental papers taken in. English, French and German spoken. [957

NICE—Continued.

HOTEL D'ANGLETERRE—conducted by Vincenzo Palmieri, formerly Maître d'Hotel in several families of the best English society. The Hotel is admirably situated opposite the public Gardens, the favourite promenade and where the military bands play twice a week. It is also facing the South with a view of the sea Table d'hote at 5 o'clock Mr Palmieri speaks English [268.

HOTEL DE LA GRANDE BRETAGNE—First class Hotel for Families and Gentlemen—Landlord, Mr BRETZL.—A splendid and well known Establishment, offering to Travellers very comfortable large and dry all apartments, is thoroughly recommended for attention and civility The Hotel is most beautifully situated, and commands a delightful and extensive view of the sea and surrounding country

P S—The Hotel possesses the largest Saloon, or Room for Balls, Concerts, Assemblies, &c of any hotel in Nice [269

HOTEL DE FRANCE. A first class, large and well known family Hotel, situate in the best position of the English Street Nice on the quay Massena and commanding a beautiful view of the sea It has been entirely and greatly improved and can be highly recommended as deserving the patronage of English families It is the most centrally situated Hotel, affording first-rate accommodation for Families or single Gentlemen visiting Nice for a short period, or intending to sojourn some time Mr Feder is also proprietor of the Hotel Feder at Genoa and Turin [265

ENGLISH DISPENSARY—PAULIAN—Rue du Pont Neuf, corner of Place St Dominique Foreign Prescriptions most accurately prepared and made up from the best and purest drugs at moderate prices.

English visitors distinguished patronage to this Establishment for the excellent quality of its articles, for its celebrated Essences and its Pure and unrivalled Medicinal Soups, manufactured from the Italian Vegetables which are specially cured for the diseases of the skin [260

SFERRARA'S MUSICAL ESTABLISHMENT. 1, Quai Massena:—Pianos at Paris prices and Harmoniums and Harps and Sterling Pianos of the best manufactures, It Contains upwards of 10,000 pieces of Italian and a large collection of the choicest Music, which is constantly increasing by the best publications and Music to be obtained from Milan Leipsic, Paris, and London, and subscription to the best Journals and Reviews

Pianos supérieurs pour Soirées Dansantes &c [261

NUREMBERG.

HOTEL DE L'AUTRUCHE—GASTHOF ZUM STRAUSS This old established and well known Hotel is situated in the best part of the town, near the Railway Station, and principal public buildings and sights of Nuremberg The accommodation at this hotel is first-rate for families and gentlemen It is celebrated for its good wines and excellent cuisine. English and French spoken [404

RED HORSE HOTEL—ROTHES ROSS Proprietor, Mr P. Gahnbetti—This excellent and old established hotel newly and elegantly furnished with every comfort, is highly recommended It is celebrated for its rich and Italian cookery and is situated in the centre of the town, in view of St. Sebuld's church, and near the castle Omnibus to and from each train. [266

OSTEND.

HOTEL FONTAINE.—This hotel is situated in the Longue Rue, near the King's Palace, the Kursaal, and Casino nearest to the sea. It is patronised by the nobility and gentry, and frequently has the honour of receiving Princely visitors It contains a large number of apartments, handsomely furnished (overlooking a garden), and a new and extensive dining-room of noble dimensions, ornamented with a fine collection of paintings

This hotel is one of the finest establishments in the country An omnibus belonging to the house conveys passengers to and from the trains. [266

OSTEND—Continued.

MERTIAN'S NEW HOTEL—close to the harbour, commands a very fine view of the Sea. Omnibuses convey passengers from the Steam-packets or Trains to this Hotel, which is always open on their arrival, and at which the best of refreshments and accommodation can be had, at the following moderate prices. Breakfast from 1fr. to 1½fr. Tea 1½fr. Table d'hote dinner at 2 o'clock, 3frs. At 5 o'clock, 3frs. Mr. Mertian having been honoured for many years with the patronage of English travellers, while co-proprietor of the Hotel d'Allemagne from 1846-58, has spared no expense to render his new Hotel Mertian equal to the best on the Continent, and worthy their future patronage. It is elegantly furnished throughout, contains 80 Bed-rooms, numerous Sitting-rooms, and a Dining-room for 150. [384

PARIS.

GRAND HOTEL LOUVOIS, PLACE LOUVOIS, IN THE RUE RICHELIEU.—Mr. Casanova, the proprietor of this excellent Hotel continues to merit the patronage of his numerous friends and visitors by paying the greatest attention to their comfort. Table d'Hote at half-past 6 daily. Restaurant à la Carte. Arrangements made by the week or month with persons who make a prolonged stay in Paris.

This Hotel, from its peculiarly healthy situation, facing the south, in the centre of Paris, is particularly suitable to travellers. All the apartments overlook the Place Louvois, which is planted with trees, and ornamented with one of the most beautiful fountains of Paris. [384

HOTEL DE LA GRANDE BRETAGNE, 14, Rue Caumartin, formerly Hotel de la Gironde. This first-rate establishment, situated in the most fashionable quarter of Paris, contiguous to the Boulevards de la Madeleine and des Capucines, has recently been quite newly fitted up. This hotel, already advantageously known, has been made by the new Proprietor, Mr. Girlan, one of the most comfortable in Paris. Large and small apartments for families, or single persons. Capital Table d'Hote, or dinners by the bill of fare. A saloon for receiving company. All on the most moderate terms.

Private Carriages for hire. English Newspapers. [384

HOTEL DES DEUX MONDES ET D'ANGLETERRE,

8, RUE D'ANTIN.

Near the Tuileries, Place Vendôme, and the Boulevards. This magnificent first class Hotel, recently constructed and elegantly furnished in the newest and most fashionable style, surrounded by Gardens, justifies the preference accorded to it by Families and Gentlemen, for the splendour and comfort of its apartments, its excellent *cuisine*, and the care and attention shown to all who honour the Hotel with their patronage. Large and small apartments, and single rooms, at moderate charges. Private restaurant, splendid coffee-rooms, saloons, reading and smoking rooms. Letter-box, interpreters, horses, elegant carriages, omnibuses for the railways. [370

HOTEL MEURICE—RUE DE RIVOLI, immediately opposite the Gardens of the Tuileries.—This old established well-known first class Hotel is replete with every comfort and convenience, having every variety of accommodation, with excellent Breakfast and Dining Rooms, and is most delightfully situated in the centre of Paris.

Mme. E. Vve. Cailliez, Proprietress, takes the present opportunity of thanking those who have honoured her establishment with their patronage, and begs to acquaint them she will continue to study the same regard to the comfort of her visitors as hitherto, and hopes to merit a continuance of their favours. [370

PARIS—Continued.

LAWSON'S HOTEL BEDFORD, No. 17, and 19, Rue de l'Arcade, near the Madeleine Church (formerly Rue St. Honore.)—This Hotel has long been known to English Travellers for its comfort and many advantages. The Proprietor, in acknowledging with grateful thanks past favours, begs to assure his numerous patrons, that he has spared no expense to provide his guests with every convenience and comfort in this establishment. The Hotel is situated in the quiet and beautiful quarter of the Madeleine, free from noise and bustle; and it is within a minute's walk of the Champs Elysees, the Railway Station, and the Boulevards. Table d'Hôte at 5 o'clock daily, in time for the Theatres. Moderate charges, and good attendance. [272

HOTEL RIVOLI, 202, RUE DE RIVOLI, facing the Palace and the gardens of the Tuileries. The new proprietor of this establishment begs to inform English and American travellers, that it has been newly fitted up with every possible comfort, and that he will use every endeavour to render a residence at his hotel as agreeable as possible. Excellent table d'hôte at 5frs. Dinner à la Carte, or private dinners Baths in the hotel. [273

HOTEL WAGRAM.—MR. JULES BOULLE, Proprietor, 208, Rue de Rivoli, facing the Tuileries Gardens, in the immediate vicinity of the Champs Elysées, and principal places of amusement in Paris. English Visiters will find this Hotel worthy of their patronage, both as regards comfort and economy. Large and small Apartments. Dinners à la Carte, at a fixed price, this Hotel enjoys the reputation of being a well-conducted, highly respectable house; and the Landlord endeavours to render it more attractive by paying every attention to his visiters. [274

HOTEL DES ETRANGERS, 3, RUE VIVIENNE, M. Girard, Proprietor, near the Palais Royal, the Bourse, the Boulevards, and the Theatres. Restaurant—Table d'Hôte, Baths, Carriages. Large and small well-furnished apartments. Bed-rooms at 2 & 3 francs. French, English, and German newspapers. Mr. Girard requests gentlemen and families who are recommended to this Hotel, not to allow themselves to be misled by touters or other interested persons, who frequently deceive passengers by conducting them to other establishments of the same name as the above respectable Hotel. Les bureaux du Telegraph sont dans l'Hotel. [275

GRAND HOTEL DU LOUVRE.—The largest in Europe, occupying the isolated square between the Rue de Rivoli, the Place du Palais Royal, Rue St. Honoré, and Rue Marengo, in the centre of Paris; 600 rooms and 70 saloons, dining-room richly decorated; rooms for the Restaurant. Reading-room, where the Paris and foreign newspapers are to be had; also a choice of the best periodical publications of literature. Sitting-rooms for conversation, game, and music. Coffee-room with billiard-tables on the ground-floor. Smoking-room. Baths at every hour of the day. Coaches in the hotel, elegant carriages to order. Omnibuses, taking to any railway station; letter-box. Table d'hôte at 6 o'clock, 7 francs. Dinners à la carte, in the Restaurant, or in the rooms, at any time of the day. The prices of the rooms vary from 3 to 20 francs; those of the saloons from 4 to 20 francs. Service from 1 fr. to 1 fr. 50 c. a person. Attendants speaking several languages. [276

HOTEL DE LILLE AND D'ALBION,

323, RUE ST. HONORE,

PARIS.

There is a communication with the Rue de Rivoli from the Garden of the Hotel opposite the principal entrance to the

TUILLERIES GARDENS.

TABLE D'HOTE—BATHS—STABLE AND COACHHOUSES.

English Attendants. [277

GRAND HOTEL DES TROIS EMPEREURS, 170, Rue de Rivoli, Place du Palais Royal. Change of Proprietor. Large and small apartments handsomely furnished. 250 Rooms at all prices. Table d'Hote at half past five. Dinners à la Carte at fixed prices [40

GRAND HOTEL DE LONDRES, Rue Castiglione No 5, between the Garden of the Tuileries and the Vendôme.—New Proprietor, Mr. Quesnay.—Comfortable [illegible] Rooms for families, or Single Rooms for Gentlemen; very good Restaurant and attendance. [illegible]

PARIS—Continued.

HOTEL VOUILLEMONT, 13, Rue des Champs Elysees, near the Madeleine. This Hotel is situated in the finest quarter of Paris, near the Place de la Concorde, between the Boulevards, the garden of the Tuileries, and the Champs Elysées.

It is particularly recommended for being well conducted, and the elegant manner in which it is furnished.

Visitors will find every thing most comfortable, and Families can be served in private saloons, appropriated for that purpose. All the attendants speak English and German. [279

HOTEL DE CALAIS.—5, Rue Neuve de Capucines, kept by Mr. Hauser, a new proprietor. This hotel is particularly recommended for its comfortable apartments and bedrooms, its excellent table d'hôte and polite attendants; arrangements made for board and lodging by the week or month, and no extra charge for service. The situation is most eligible, being close to the Place Vendôme, and the Boulevard des Italiens. Charges moderate. English newspapers. The proprietor speaks English and spares no endeavours to make travellers comfortable. [286

HOTEL DE NORMANDIE, 240, RUE ST. HONORE.—The above Hotel possesses advantages for travellers rarely to be met with. It is in the vicinity of the principal Public Establishments, in the most favourable situation for pleasure as well as business, and it is the constant aim of the Proprietor to merit patronage by affording every comfort at the most moderate charges. Each Visiter may be furnished with a Bed-room, Breakfast, Dinner at Table d'Hote, with a bottle of good Burgundy Wine, at 5s. 6d. and 6s. per day, including light and servants.

N.B.—English spoken by the landlord and servants. [281

HOTEL DES ETRANGERS,—(E. KRAUTH, Proprietor),—24, Rue Tronchet, near the Madeleine. This Hotel is delightfully situated in one of the broadest and most healthy streets in Paris, being close to the Madeleine Church, the Tuileries Gardens, Champs Elysées, Boulevards, &c. It is within five minutes walk of the Rouen, Havre, Dieppe, and Versailles Railway Station. This Hotel offers clean and comfortable apartments and sitting rooms from 2, 3 and 4 francs per day. Breakfasts at 1fr. 10 sous, and 2frs., Table d' Hote 3frs., at half-past 5 o'clock; Attendance 10 sous per day. Arrangements for Board and Residence by the week or month. Genuine English Ale and Porter. Superior old Wines and Cognac Brandy. English Attendants and Guides of Paris. [282

LONDON AND NEW YORK HOTEL,—13, Place du Havre, Mr. Chardon, Proprietor.—Visitors coming to Paris will find this Hotel most conveniently situated, within a few minutes walk from the Madeleine Church, and the Champs Elysées, facing the Railway Station for Versailles, St. Cloud, the Bois de Boulogne, Dieppe, and Havre. English Attendants. English Papers taken in. Airy and comfortable Rooms from 1s. 6d. to 4s. per day. Plain Breakfast 10d. Family Dinners served at 6 o'clock, including excellent claret, at 2s. 10d. a head. Arrangements made to include everything from 5s. to 7s. 6d. a day. Night Porters in attendance. [283

HOTEL VICTORIA, RUE CHAUVEAU-LAGARDE, No. 3, near the Church of the Madeleine, and the Champs Elysees - the best quarter of Paris. Established in 1837. The accommodation is of the best description, and the charges are exceedingly moderate; for the daily expense of apartment, breakfast, dinner with wine, tea and coffee in the evening, and servants, do not exceed seven shillings per day. [284

HOTEL DE LONDRES, 8, Rue St. Hyacinthe St. Honoré, near the Rue St. Honoré and the Tuileries. No Hotel is better situated, from its tranquility, for travellers who visit Paris for pleasure or business. Small and large apartments for families; also Bed-rooms at 2, 3, 4 francs, and upwards. Bed for one night only is charged one-half more. Board and Lodging (including a Bed-room, Breakfast, Dinner, Tea, Light, attendance, at 8s. every day.) Arrangements made with persons who prolong their sojourn in Paris, or have their own cook.

A Saloon for receiving Company. [285

Notice.—Hotel de Londres, Rue St. Hyacinthe, near the Rue St. Honoré.

HOTEL FOLKSTONE, No. 9, Rue Castellane, Paris. Near the Madeleine, the Boulevards, the Tuileries, and the Champs Elysées. Families and gentlemen visiting Paris will find at the above hotel the comfort of home, together with every thing calculated to render their visit agreeable. The hotel is kept by an *American lady* and her husband Mr. Pricliand. English Breakfast at 1 fr. 50 c. and 2 fr. Dinner à la carte ou à la Table d'Hôte. Apartments for families, and bed-rooms comfortably furnished at moderate terms. Travellers who are recommended to this hotel are requested not to be misled by the conductors of Omnibuses and Cabs. [286

PARIS—Continued.

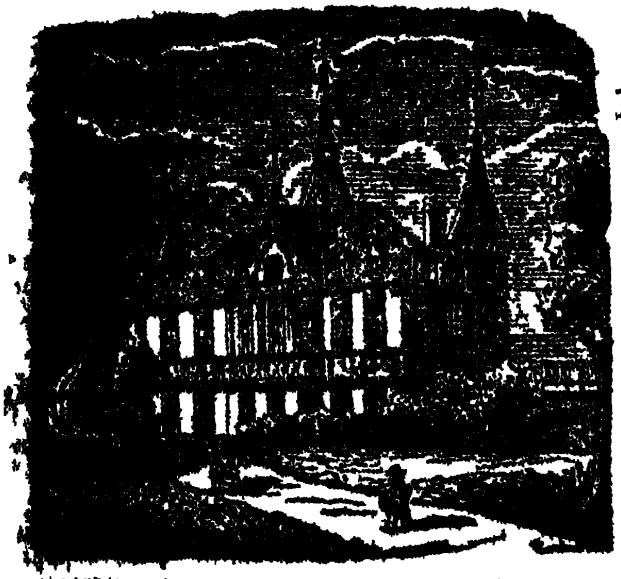
GRAND HOTEL DE LYON, No. 12, RUE DES FILLES ST. THOMAS, with a large frontage in the Rue Richelieu and near the Bourse to which has recently been added the adjoining Hotel Perrone. No Hotel is better situated for travellers who visit Paris for pleasure or business. Small and Large Apartments for families, also single Bed rooms from 2 fr., to 4 fr. (Bed for one night only at a charge of full price) Board and lodging (including a bed room attendance, Servants, Lights, Breakfast, Dinner and Tea,) 7s 8d and 9s. Arrangements made by the week or month with persons who spend the winter or make a prolonged stay in Paris. Table d'Hôte at 5 Frs. 50 c, vins compris. Private breakfast and dinner.

N.B. the landlord, being in communication with the principal Hotels throughout France and Europe, recommends the best hotels to travellers. Omnibuses for all parts of Paris also to and from every Train. English, German, and Spanish spoken. [278

HIS LORDSHIP'S LARDER Dining Rooms—25, Rue Royale, Madeleine, Table d'Hote from 5 to 7. Breakfasts, Lunches, Dinners, Soup, Cold Meat, Ramp Steaks, Chops &c at all hours. Bass's Ale and Porter in prime condition. English Visitors desirous of living economically in Paris will find within the refreshments supplied at "His Lordship's Larder," excellent quality and moderate prices. [288

FAMILY HOUSE.

BOARD AND RESIDENCE, 25, Rue Royale, facing the Madeleine. Mr. and Mme Delquerel beg to inform their friends and visitors that they have succeeded Mme de Rouffiac, and have since very much improved the establishment both as regards the Apartments and Cuisine, which combine every comfort. [289



Chateau de Chateaubriand,

10, RUE CHATEAUBRIAND,

(Near the Champs Elysées) PARIS,

Board and Residence

Of the first class with English comforts and select society, the house is one of the handsomest in Paris surrounded by its own grounds, is situated in the most healthy quarter—Visitors have the use of two Salons, Library, &c. Terms 55 frs. per week, or 200 frs per month, children and servants half price. [290

BOARD AND RESIDENCE, at 39, RUE DU CHEMIN DE VER-SAILLES CHAMPS ELYSEES. This establishment is conducted by MMES THIBAUD, née LARUET, who can give the best references both in England and France. Terms moderate. Apply P.P. the Establishment. [291

MADAME CLEMENCON, 8, RUE PORT MAHON.

STAYMAKER to several Courts. It is to this house that we owe the invention of the "*Corps Pompadour*," so necessary to stout persons, and the "*demi corps droite*," which gives so much grace, elegance and dignity. MADAME CLEMENCON, as inventor of the *Corset Droit*, is capable of affording additional grace to every form, and of combining all the [illegible] required for the promotion of health. [illegible]

PARIS—Continued.

EAU DE COLOGNE.—JEAN MARIE FARINA,

383, RUE ST. HONORE, PARIS.

The reputation of this house being European, all recommendation of this celebrated perfume is unnecessary. [203

BRITISH ACADEMY.

LEMONNIER, ARTISTS, DESIGNERS, AND JEWELLERS IN HAIR.

Prize Medal at the London Exhibition, and Gold Medal at the Paris Exhibition.

New models for bracelets, broaches, rings, watchguards, necklaces and lockets, bouquets, and cyphers. 10, Boulevards des Italiens, corner of the Passage de l'Opera, formerly Rue du Coq, St. Honore. [204

Houses and Apartments, Boarding-Houses, &c. **JOHN ARTHUR,** Foreign and French Wines, Retail and Wholesale.

Late ARTHUR & SON, Established 30 Years.

AGENT TO THE BRITISH EMBASSY.

HOUSE, COMMISSION AGENT, & WINE MERCHANT,

10, RUE CASTIGLIONE, between RUE RIVOLI, and PLACE VENDOME.

Persons visiting Paris can obtain every information gratis of the principal apartments to be let in Paris by the week, month or year. Boarding Houses, &c. Goods of every description forwarded to all parts.

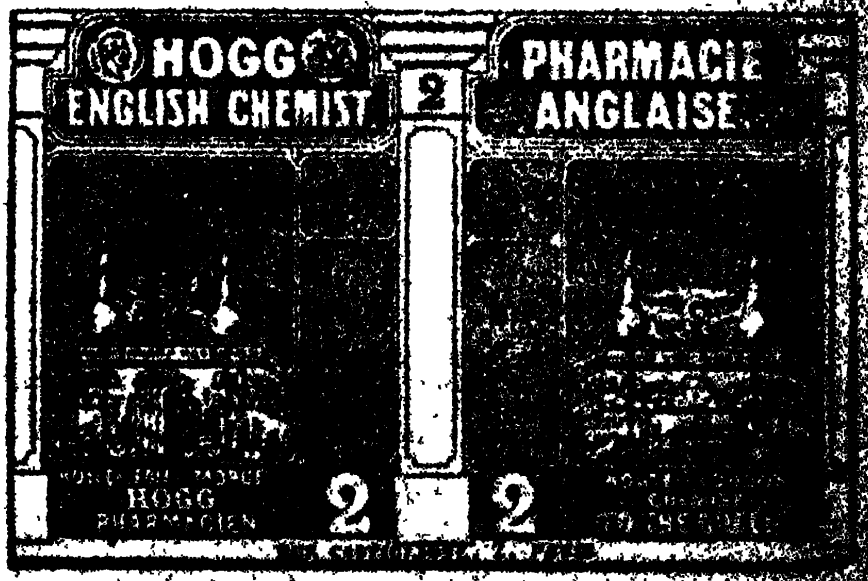
Importer and Dealer in Foreign and French Wines. [205

KRAMER, JEWELLER TO THE EMPRESS, 31, Rue Neuve, St. Augustin.

This House is well-known for the Taste, Elegance, and Workmanship, as well as for the Extensive and rich Assortment of its Stock, consisting of JEWELLERY of every description, DIAMONDS, &c. [206

ENGLISH AND AMERICAN PATENT MEDICINES, SARATOGA WATER, BAY RHUM.

N.B.—Mr. HOGG personally attends to the DISPENSING DEPARTMENT.



PARIS—Continued.

P. PARISS. ENGLISH AND AMERICAN CHEMIST,

28, PLACE VENDOME,

N.B.—This old established house is justly celebrated for *Pariss' Pulmonic Cigarettes*, for asthmatical affections, &c. Drugs from Apothecaries Hall. Genuine Congress Water and Bay Rum. [299

CHEMISTS TO THE BRITISH EMBASSY.

ROBERTS & CO., Established 1823.

23, PLACE VENDOME.

HOUSE IN LONDON—336, OXFORD STREET.

Sole Agents for Clark and White's Congress Water, and Inventor of the celebrated Remedy for Sea Sickness. [300

2, PLACE VENDOME, 356, RUE ST. HONORE.

E. GALLOIS, English and French Chemist,

Honoured with a Silver Medal from the Hospitals of Paris, and a Gold Medal from the College of Pharmacy.

English and Foreign Prescriptions carefully prepared.

MODERATE PRICES. [297

MR. BARWIS,

SURGEON DENTIST,

10, RUE D'ALGER, PARIS,

A few doors from the Rue de Rivoli, distinguished for his improvements in the composition and form of ARTIFICIAL TEETH, and their adaptation to the mouth. At home from 10 to 5. [301

DENTIST.—WILLIAM ROGERS, 270, Rue St. Honoré, author of the "Buccomancie, or the Art of Knowing the Past, Present, and Future of a Person, after examining the Mouth," and several other medical and scientific works. Mr. ROGERS is sole inventor of the HOCHET DE DENTITION—a substitute for the coral mouthpiece—which obviates convulsions and accidents during infant dentition. The HOCHET DE DENTITION is 2 francs, or 20 francs per dozen. Sold by WM. ROGERS, Dentist, 270, Rue St. Honoré; or of the principal Chemists. [302

MESSRS. PATERSON,

MECHANICAL AND OPERATING DENTISTS

396, RUE ST. HONORE, PARIS,

AND 93, FLEET STREET, LONDON.

MR. JAMES PATERSON, the Paris representative of the firm, previous to commencing practice on his own account, was honourably known for upwards of seven years as chief modeller and assistant operator to the most renowned dentist of Continental Europe.

Believing the simple statement of this fact to be more to the point than anything he might advance on the subject of his professional merits, he contents himself with mentioning, that

His work will be found unrivalled in excellence;

His charges will be found strictly moderate;

His patients will find that they can always rely upon his punctuality.

Visible from ten till five for operations, and for consultations (gratis) from five to six. [303

PARIS—Continued.

WATCHMAKERS, BAUDIN BROTHERS, 7, RUE DE LA PAIX, Manufacturers of Watches and Jewellery at Geneva, have the honour to inform the public in general, that they have opened a house at Paris for the retail sale of their manufactories. Visitors will find in this Establishment a large assortment of Watches of all descriptions, as also a choice selection of Jewellery. [304

BOURDIN, WATCHMAKER, 28, RUE DE LA PAIX. One of the oldest and most respectable Establishments in the Capital, the only one known for its exquisitely small and useful watches for ladies; its civil chronometers, for the use of the nobility, gentry, and men of business; its travelling clocks, for the convenience of the aristocracy, drawing-room clocks, and time pieces for bed-rooms and halls. The drawing-room clocks are in great variety, and they are most beautifully ornamented with designs in bronze, gilt, or in painted old Sevres porcelains. Mr. B. has been honoured with a first-class medal at the last Universal Exhibition. [305

OPTICAL INSTRUMENTS.

THE Establishment of the late celebrated Civil Engineer, CHEVALLIER, 15, PLACE DU PONT NEUF, sole successor DUCRAY CHEVALLIER, Manufacturer of Microscopes, of improved double Opera Glasses, Military Telescopes, Telescopes of all kinds, Mathematical, Matereological Instruments for Natural Philosophy, the Navy, &c., author of the "Conservateur de la vue; de l'Essai sur l'art de l'ingenieur," etc. Inventor of the Jumelles centrees (improved Opera Glasses). [306

WARREN THOMPSON.

DAGUERREOTYPES, PHOTOGRAPHS, STEREOSCOPES,

IN ALL STYLES AND SIZES,

COLOURED AND UNCOLOURED.

22 RUE DE CHOISEUL, PARIS. [307

HATTER.

SERVAS, 36, RUE CAUMARTIN.

This House has been established during the last thirty years; for the superior quality and high finish, style, and fashion of its Hats, equal to the best in Paris. [308

TAILOR.—J. HULEK, 226, RUE DE RIVOLI, close to the Hotel Meurice, and facing the Tuileries Gardens. J. Hulek is well known to the English and foreign Gentlemen pour l'élégance de sa coupe et pour ses procédés de haute loyauté. [309

CUVILLIER, 16, RUE DE LA PAIX.

GENERAL PROVISION WAREHOUSE,

Agents to MESSRS. DOMECQ of Xeres de la Frontera.

Wines, Guinness' Stout, Ales, Teas, Groceries, Pickles, Sauces, and Sundries from all parts of the World. Orders taken in Town. Exportation. [310

PARIS—Continued.

FOWLER,
ENGLISH BOOKSELLER,

6, Rue Montpensier, and Peristyle Montpensier, at the West-End of the Galerie d'Orleans, Palais Royal, Paris. [314

PAU.

S. BROOKS.—House and General Agency Office, No. 1, Rue Notre Dame. Mr. Sarradet, successor to Mr. Brooks. Keeps a list of houses and apartments to let, and affords information for the hiring of linen, furniture, carriages, plate, &c. The Reading Room is supplied with English, French, and German Newspapers. Mr. Sarradet can give the fullest information respecting the Pyrenean watering-places, and can supply families residing there with any articles they may require from England. [312

THE Proprietors of Houses and Furnished Apartments of Pau, in the Pyrenees, have established an agency for the purpose of giving general information, gratis, to those who intend passing the winter at Pau. Established in common, and under the joint direction of the most honourable inhabitants of the town, in order to prevent the abuse arising from intermediates. The Agency affords every guarantee to strangers. Address—P. LANGLEIME, Agent de l'Union Syndicale de la ville de Pau, Rue Servies, 11.

ENGLISH SPOKEN. [319.

LIVERY STABLES. Mr. Cabané begs to inform the families who intend passing the winter in Pau, that they will find at his stables, 5, Rue Prefecture, private carriages let out on hire by the month, or by the hour, as well as strongly built travelling carriages for excursions in the Pyrenees, and diligences of from ten to twelve persons for journeys. Conveyances for families to or from the neighbouring railway stations. Terms moderate. [330.

ROCHEFORT, (between Namur and Treves, Great Luxembourg.)

HOTEL DE LONDRES—Proprietor, Mr. Lambert Noel.—The opening of the Luxembourg Railway, between Namur and Arlow, enables English Travellers to take this new route to and from the Rhine, *viâ* Luxembourg, Treves, and the Moselle, and to visit the celebrated scenery of the Ardennes, for which Rochefort is excellent head-quarters for excursions. The Hotel de Londres affords superior accommodation for families and gentlemen. Omnibuses to and from each train. Tickets can be had of the Station-Masters on the line for conveyance to the Grotto of Han and back, for 8fr. [329

ROME.

HOTEL D'ALLEMAGNE, corner of the Piazza di Spagna, and della via Condotti, in the most salubrious part of the city.—Mr. Franz Rossler.—This unrivalled first-rate Hotel is elegantly fitted up and enlarged; it contains apartments for large and small Families, and single Gentlemen. The cuisine department will satisfy the most fastidious taste. There are Baths in the Hotel, and carriages may be had at any hour. The Proprietor possesses, in the best part of the city, several large Private Houses, with beautiful gardens, which are to be let by apartments, or entirely, to families desirous of living in private. [320

ROME—Continued.

HOTEL DES ILES BRITANNIQUES, Piazza del Popolo.—Patronized by H. R. H. the Prince of Wales. Mr. Edward Frost, late of the Britannia, the English and General Visiting Rome that this Hotel, most delightfully situated in the healthiest part of the city, is especially known for its salubrity at all seasons, as it is one of the few situated in a high and very open part. Numerous suites of elegant and comfortable apartments with every convenience for families, in a first class moderate establishment. Good Stabling and Coach Houses. [319

ROTTERDAM.

NEW BATH HOTEL.—Passengers and Families visiting or returning from the Rhine will find this Hotel [illegible]. It is near the landing and embarking place of the steamers, and to the Quay. A person in waiting to show strangers to the Hotel, and to afford information and assistance. [320

ROUEN.

GRAND HOTEL D'ANGLETERRE, on the Quay.—Mrs. H. Bella[illegible] respectfully informs the Nobility and Gentry that this Hotel is situated on the finest part of the Quay, and the comforts of its arrangements [illegible] to the finest class of Travellers. [illegible] Breakfasts and Dinners à la carte. Mr. [illegible] [322

SMITH'S ALBION HOTEL, Quai de la Bourse, No. 11.—The Landlord, in [illegible] begs to inform [illegible] that [illegible] to render his Hotel worthy [illegible] Prices [illegible] Restaurant and Table d'Hôte. Omnibus [illegible] from the Hotel. [321

RUDESHEIM ON THE RHINE, OPPOSITE BINGEN.

HOTEL DARMSTADT.—Messrs. Dreher, Sant, & Co., Proprietors.—Situated [illegible] Railway [illegible] to table residents for Travellers visiting the beautiful [illegible] Rhine and Nahe, are large wine growers, and have [illegible] of the finest and [illegible] Rhine Countries may purchase wines of exquisite [illegible] rarely exported to [illegible] London Agent, Mr. W. [illegible] Newton, 61 Silver Street, Woodstock, E.C. [323

SALTZBOURG.

HOTEL DE L'ARCHIDUKE CHARLES.—Mr. Ignace Saurwald, proprietor.—This splendid Establishment is delightfully situated, commanding a magnificent view of the surrounding scenery. It is conducted in a superior style, and offers accommodation for elegance and comfort as cannot be surpassed. French and English spoken. [324

SCHWALBACH (Nassau).

HOTEL THE DUKE OF NASSAU,

Proprietor—J. WILHELMY.

THIS FIRST CLASS HOTEL, Patronized by the Nobility and Families of the first distinction in England and on the Continent, delightfully situated near the [illegible] Springs, baths, and public promenades, commanding fine views of the surrounding country, consists of [illegible] elegantly furnished apartments for Families and Gentlemen, replete with comfort and [illegible] charges. Wines of the first vintage. The Times newspaper, and Punch, regularly taken. [325

SPEZIA.

HOTEL D'ODESSA.—Mr. Bassetti, Proprietor.—This New and First-class Hotel is most delightfully situated, and commands extensive views of the Gulf of Spezzia with its beautiful scenery, and also of the sea. The Hotel is elegantly furnished; it has commodious Apartments for Families, and comfortable Rooms for single Gentlemen. Mr. Bassetti speaks English. [331

HOTEL DE LA CROIX DE MALTE.—This magnificent Hotel is situated in the most beautiful part of the Gulf of Spezia, and commands extensive views of the picturesque scenery. It has been recently refurnished in the most modern and elegant style, and will be found replete with every comfort and convenience. The new Bath Establishment has been fitted up in the handsomest manner, and is unrivalled. The Posting department of the Hotel supplies elegant conveyances, and is in correspondence with the railways to convey travellers at fixed rates to Pisa and Genoa.—Messrs. Leszi, Proprietors. [330

STETTIN.

HOTEL DE PRUSSE.—This first-class Hotel has 60 rooms, handsomely and comfortably furnished. Table d'Hote at 2 o'clock. Restaurant à la carte and refectory similar to those at Hamburg, supplying hot or cold breakfast, composed of all the delicacies of the season, at any hour. Depot of the best English oysters. [332

ST. GERVAIS, BATHS OF, IN SAVOY.

THESE mineral waters contain the qualities of different springs. Sulphureous as those of the Pyrennes and Aix; Calcinous as those of the Vichy; Saline as those of Bourbonne; Laxative as the Seidlitz; Gelatinous as those of Neris. They are situate in a beautiful country and a delightful climate. The Bath Establishment has a splendid garden, assembly room, library, affords various amusements, &c., and there are most charming excursions in the neighbourhood. See page 293, and also June, 1858 Guide, page 472. [333

STRASBOURG.

HOTEL DE PARIS.—Mr. J. Diemer, Proprietor of this unrivalled Establishment, respectfully offers his grateful acknowledgments to the English Nobility and Gentry for their continued patronage, and avails himself of this occasion to assure Travellers visiting Strasbourg that no efforts will be spared on his part to render their sojourn at the above Hotel both comfortable and satisfactory. Charges moderate. Breakfast, 1fr. 50c. *Table d'Hôte* at 1 o'clock, 3fr. and at 6 o'clock, 4fr. Breakfasts and Dinners *à la carte* at all prices. Rooms from 1fr. 50c. to 4fr. lights included. *Pension* from 6fr. to 8fr. per day. [334

HOTEL DE LA MAISON ROUGE.—GRANDE PLACE.—This old-established Hotel will be found equally desirable for Families or single Travellers, in consequence of its central situation, comfortable accommodation, and moderate charges. And the Proprietor, in returning thanks to the Public for their liberal patronage, ventures to hope for their continued support. Table d'Hôte at 12½ and at 6. Dinners and Breakfasts à la Carte. Wines of excellent vintage. Omnibuses convey Passengers to and from the Railway Station and Steam-boats. [336

GRAND HOTEL DE LA FLEUR.—W. A. Doerr, Proprietor. In a central situation near the Cathedral. Table d'hôte at One and Five o'clock. Travellers will find the accommodation combines elegance with comfort and prompt attendance. Excellent entresol and good apartments. This Hotel is celebrated as having been inhabited by the principal persons connected with the project of Prince Napoleon in 1836. The apartments are still shown which those personages occupied at that period. English spoken. Divine Service in English is performed in this Hôtel, in the private Saloon specially devoted to that purpose. [335

STUTTGART.

HOTEL DE RUSSIE.—Mr. A. C. ALNISSER, Proprietor, respectfully informs the English Nobility and Gentry visiting Stuttgart, that they will find the best of accommodation at this Hotel, and meet with great civility and attention. This Hotel has long enjoyed the distinguished patronage of Continental Travellers of rank; and the Proprietor is persuaded it will be found deserving the support of English Travellers in general, to whom he is at all times anxious to give satisfaction. [338

HOTEL MARQUARDT is situated in the finest part of the town, in the beautiful Place Royal near the Railway Station the Post-office, the Theatre, the Royal Gardens, opposite the Palace, and facing the new Odeon. This hotel will be found most comfortable in every respect, the apartments are elegantly furnished and suitable for families or single gentlemen. Table d'Hôte at 1 and 5 o'clock. French and English newspapers. Gme. Marquardt, Proprietor. [337

TOULON.

HOTEL DE LA CROIX D'OR, situated on the place, next door to the diligence offices, will be found exceedingly comfortable in every respect. The only house having a Southern aspect. Large or small apartments for families or single gentlemen. Mr. Durbec trusts the general arrangements and extreme cleanliness of the hotel will continue to deserve the patronage of English travellers visiting Toulon, or en route to or from Hyeres. Omnibuses to and from every Train. Post Carriages for Nice. Diligences from Toulon to Nice in 16 hours. [343

TOURS.

THE HOTEL DE L'UNIVERS.—One of the first Hotels between Paris and Madrid, is situated on the Boulevard, in the prettiest and most agreeable part of the town, close to the Railway Station. The comforts of this Establishment correspond with the splendour of the exterior. Mr. DUCHEMIN, the proprietor, has received the highest testimonials from families who sojourned at his Hotel in their visits to the beautiful Tour-raine, and from Travellers who have passed the winter at Tours. The large and small apartments are equally well furnished, and kept with the greatest care. There is a reading-room in the Hotel, supplied with French and foreign newspapers. An excellent table d'hote at half-past 5. Omnibuses to and from every train. English spoken. [345

GRAND HOTEL DES FAISANS.—The Proprietors of this respectable and comfortable establishment beg leave to inform the English nobility and gentry that their Hotel being considerably enlarged they have a large number of Saloons and handsome apartments for Families or Single gentlemen. All the apartments have a southern aspect, with views of the garden and Rue Royale. Advantageous terms by the week or month. There are two reading-rooms adjoining the Hotel. Omnibus to and from each train. English spoken. [346

GRAND HOTEL DE BORDEAUX ET DE LA POSTE.—Boulevard Heurteloup, opposite the Terminus of the Tours railway station, the finest part of the town; comfortable apartments, large and small saloons. This Hotel is much patronised by travellers for its advantageous situation. Table d'Hote. Advantageous arrangements made with persons remaining any length of time. English spoken. [344

TURIN.

HOTEL FEDER—formerly the Palais de Sonnaz—Rue St. Francois de Paul, corner of the Rue de Po.—The position of this Hotel is particularly open and healthy; and from its consisting of Suites of Apartments for Families and Gentlemen, it is peculiarly suited to English Travellers, by whom it has long been patronised. It offers extreme cleanliness and comfort, combined with elegance and economy. English spoken. Mr. Feder is likewise proprietor of the Hotel Feder at Genoa, and of the Hotel de France at Nice. [340

TURIN—Continued.

HOTEL DE L'EUROPE.—Mr. Trombetta, Proprietor, Place du Chateau, opposite the King's Palace. This well-known Hotel is most advantageously situated. Large and small apartments elegantly and comfortably furnished. The Dining-Room is one of the most splendid Saloons in Italy. Table d'Hote at 5. Private dinners in the apartments. Restaurant à la carte. Omnibus to and from each train. Baths in the Hotel. Carriages on hire. [349

HOTEL DE LA GRANDE BRETAGNE.—J. Borgaretto, Proprietor.—This first-rate Hotel has been recently refurnished and fitted up with every comfort to render it a desirable residence for English visitors. It is situated in the Rue de Po, the principal street of Turin, and close to the palace. The apartments are elegantly furnished and comfortably warmed during the winter. Capital Table d'Hote at 5. Restaurante à la Carte. Good attendance. Reading room. Omnibus to and from the Railway Station [350

ALBERGO DELLA LEGARIA—HOTEL DE LA LIGARIE, kept by Ferdinand Negro, via Porta Nuova ed Arcivescovada, No. 14, Turin.—This Hotel, which has been recently enlarged, furnished, and decorated, is airily and conveniently situated in one of the principal streets, close to the Lusa and Genoa Railway Stations, and to the public Promenades, affords excellent accommodation at moderate prices.
Restaurant à la Carte, as well as private Dinners. Omnibuses to all the Trains. [347

VENICE.

GRAND HOTEL DE L'EUROPE. Kept by Messrs Marseille (Brothers.) This first-rate hotel is situated in the finest part of Venice, was newly restored in 1857, with all the comforts that may be desired. Visitors to this beautiful city will find this establishment worthy of patronage. Excellent table d'hote, moderate charges, and every exertion made to remove any unpleasant impression caused by the article in 'Murray's' North Italy. English, French, Italian, German and other languages are spoken here. [352

GRAND HOTEL VICTORIA—newly established in July, 1855, and extensively enlarged in April, 1857, by the addition of the adjoining spacious palace, forming together a single building of more than 150 rooms, the largest hotel in the town. Situated within two minutes' walk of St. Marc Square—it unites comfort with economy, large and small apartments and single rooms, moderate and fixed prices. Table d'Hote at 2 and 5 Spacious coffee rooms, dining rooms, reading room—and board and residence on the English, American, and Swiss system, for persons remaining some time. Baths. English spoken. Good attendance.—Proprietors, C. L. BORLETTI and C. A. BON. [353

GRAND HOTEL DE LA VILLE, formerly the Emperor of Austria's Hotel, and transferred since April, 1857, to the Palace Loredan, situate near the grand canal, the Post Office, within three minutes' distances of the Place St. Marc, and commanding fine views of the bridges, the Rialto, the palaces, and principal promenades, mercerie, and frezzeries. Large and small apartments and rooms elegantly furnished for families or single gentlemen. Mr. Burbeck having recently refurnished the establishment, has spared no expense to render it replete with comfort. Arrangements on reasonable terms made with visitors intending to remain a few weeks. Table d'Hote. Reading-room overlooking the grand canal, supplied with English, American, French, and German Newspapers. Prices moderate. Hot and cold Baths. English spoken. [354

VERVIERS.

HOTEL DU CHEMIN DE FER—Mr. C. Renson-fee, Proprietor.—This most comfortable and reasonable hotel, situated immediately facing the Railway Station, will be found exceedingly convenient for travellers desirous of making a short stay at this part of their journey. The Hotel du Chemin de Fer has been extensively patronised by numerous families of distinction, and affords excellent accommodation. French, English, German, and Dutch spoken. [355

VEVAY. (Switzerland.)

HOTEL-MONNET, dit des 3 Couronnes. MESSRS. SCHOTT, & Co. Proprietors, and Successors to Mr. Monnet. This large and first-class establishment, situated close to the lake, affords superior accommodation for families and gentlemen. It is extensively patronised for its comfort and cleanliness. Persons remaining some time will find this a most desirable residence; and from October 15 to June 1, they can live here moderately *en pension*. Reading-room well supplied with papers. All languages spoken. [256

VIENNA.

THE ARCHDUKE CHARLES HOTEL.—A. SCHNEIDER'S is a large and excellent first-rate establishment, much frequented by English travellers for its moderate charges, comfort and cleanliness. It is centrally situated, and near the theatres. There is no Table d'Hôte at this or any other hotel in Vienna, but dinners a la Carte are supplied at all hours. English spoken by all the servants. The only Hotel in Vienna where English Travellers can see the "Times" and "Galignani's Messenger." [247

HOTEL MUNSCH.—This Hotel, a large splendid building, is very much frequented by English families and travellers. Situated in the town, on the Square, "the New Market," close to the Imperial Palace, and the Theatres, it contains many sitting-rooms, large and small apartments and bath-rooms, and is furnished in a most elegant and comfortable style. "The Times," "Galignani's Messenger," "Illustrated London News," are taken in, besides the best French and German Newspapers. The Dining-room ("Salon"), is the most spacious and handsome in Vienna. Excellent cuisine, and dinners à la carte, at any hour of the day. English spoken by all the servants. [250

THE EMPRESS ELISABETH HOTEL.—KAISERIN ELISABETH.—With two table d'hôtes, is well situated near St. Stephen's square, and has both large and small apartments, including fine dining, reading, and drawing rooms, with excellent baths, and every modern improvement. English spoken. Attendance unexceptionable. Charges moderate. Cuisine superior. Travellers can obtain every information at the landlord's office. Foreign monies taken at the rate of exchange. N. Y. Herald, London Times, Galignani, &c. P. Notice.—The Cab fares from the various stations are fixed by law; and these will be paid by the Hotel porter, and entered into each traveller's account. Caution.—Travellers visiting Vienna for the first time, and intending to stay at the above-mentioned Hotel, are entreated to pay no attention to any difficulties or objections, but to insist on their driver really taking them to the aforesaid Hotel. A. and F. Baur are also proprietors of the grand Hotel Kaiserin Elisabeth at Ischl, Salzkammergut. [249

HOTEL OF THE GOLDEN LAMB.—Leopoldstadt.—Proprietors, T. & F. Haupmann.—Situate in the most healthy part of the Austrian capital, in the Lagerzeile, leading to the Prater St., the fashionable promenades. The Hotel commands fine views of the banks and quays of the Danube, and is close to the Piers of the Hungarian and Turkish Steamers. It has 160 elegantly furnished rooms, forming suites of comfortable apartments for large and small families. The Cuisine is excellent. Reading-Room. Baths. Stable and Coach-house. Good attendants who speak English. [252

OPTICAL INSTRUMENTS, OPERA GLASSES.

THE ESTABLISHMENT of JOSEPH NEUHOEFER, late CH. GROSS & Co., 1149 and 1150, Kohlmarkt, Manufacturer of double Opera Glasses, Vienna invention, newest construction with 8 and 12 glasses, for the theatre and for travelling; Telescopes for the Army and Navy; Racing, and all other Optical and Mathematical Instruments. [251

WATERLOO.

"A VOICE FROM WATERLOO," by the late Sergeant-Major CUTTON, many years Waterloo Guide, is admitted to be the best compendium of the great historical events which preceded and resulted in this memorable battle, the description of which is deemed most graphic and correct. The fifth edition is just published, copies of which may be procured at "Cotton's Waterloo Museum and Refreshment Rooms," at the foot of the Lion, Mount St. Jean, Waterloo; at Todd's, and other Libraries in Brussels. The Relics and Autographs at the Museum can be satisfactorily authenticated. [253

WIESBADEN.

ROSE HOTEL AND BATH HOUSE, which obtains its supply of Mineral Water from the principal Spring (Kochbrunnen), kept by M. Schmidt, many years Maitre d'Hotel at Meurice's Hotel, Paris. Large and spacious apartments, airy sleeping-rooms, commanding a fine view of the Taunus Mountains. Families can be accommodated during the winter with elegantly furnished suites of Apartments, comprising kitchen and every convenience, on moderate terms. Table d'Hote at 1 and 4. [364

FOUR SEASONS HOTEL AND BATH-HOUSE, and HOTEL ZAIS, Dr. Zais, Proprietor, in the best and most delightful situation, opposite the Kursaal, the colonnades, the theatre, the principal promenades, and close to the newly erected drinking hall, all the windows overlooking the fine and greatly re-embellished square. Large suites of apartments, newly furnished in the most elegant and comfortable style. The house has its own mineral spring, which supplies numerous bathing-rooms. Table d' hote at one and five o'clock. Diners apart and à la carte. [365

HOTEL DE NASSAU.—Mr. Goetz, Proprietor. A first-rate, well-furnished, quiet hotel, in the Great Square, opposite the Kursaal, and close to the theatre. Charges reasonable. (Murray's Handbook, 1852, page 211.) Mineral and cold baths, of all descriptions, newly fitted up in the English style. The Bath-master and mistress speak English. Galignani and other journals. Table d'hote at One and Four o'clock. [366

VICTORIA HOTEL (formerly HOTEL DURINGER).—The Proprietors take this opportunity of assuring the Nobility and Gentry that they will spare no exertions or expense to render their Hotel in every respect a comfortable residence for the best class of Travellers, and to give every satisfaction for the elegance and comfort of the apartments, for its excellent Cuisine, good attendance and conscientious moderate charges. For situation and agreeable residence this Hotel will be found superior to any other at this watering place.—HELBADH & HOLZAPFEL, Proprietors. Hot and Cold Baths. [367

HOTEL DE FRANCE.—Proprietor, Mr. Joseph Huber—on the Fredericks Platz, near the New Promenade. This hotel is deservedly recommended for its healthy and airy situation, its excellent accommodation, cleanliness, and good attendance. Table d'hote dinners. Large garden for use of visitors. Advantageous terms for winter residence. [368

ENGLISCHER HOF—HOTEL D'ANGLETERRE; Proprietor, Jos. Berthold, near the Promenade and Kochbrunnen. Mineral Water Baths supplied by the Kochbrunnen; large and small Apartments for Families, and excellent Bedrooms for single Gentlemen. This House has been known for many years among the elite of English Visitors to Wiesbaden, and it is still conducted in its ancient style of comfort and elegance. Highly recommended by the author of the Bubbles of the Brunnens of Nassau, and Murray's Hand-book. Prices very moderate. After the season, Apartments including kitchen, &c., are let at this Hotel on the same terms as private apartments in the town. [363

LONDON.

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THIS commodious House, conducted on the principle of FIRST CLASS SWISS HOTELS, is most strongly recommended to Families and Gentlemen visiting the Metropolis, for its very superior accommodation, great comfort, and moderate charges.

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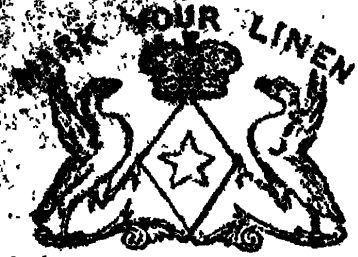

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[L.o.—381

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Private Sitting-Rooms if required.

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Possesses extraordinary properties for promoting the Growth and Improving and Beautifying the Human Hair.

Its invaluable properties have obtained the patronage of ROYALTY and the ARISTOCRACY throughout Europe; whilst its introduction into the Nursery of ROYALTY, and the numerous Testimonials constantly received of its efficacy, afford the best and surest proofs of its merits.

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This Royally patronised and Ladies' esteemed Specific exerts the most soothing, cooling, and purifying action on the Skin, eradicates *Freckles, Tan, Pimples, Spots, Discoloration*, and other *Cutaneous Visitations*, and renders the COMPLEXION SOFT, CLEAR, and BLOOMING.

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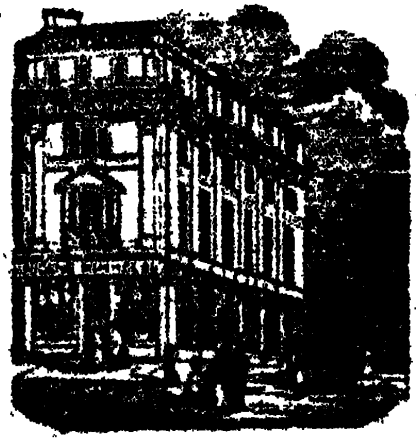

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Oct. 1, 1858. BANKERS—Messrs. Williams, Deacon, and Co., Birchen-Lane, London [1-8-L.o.—387

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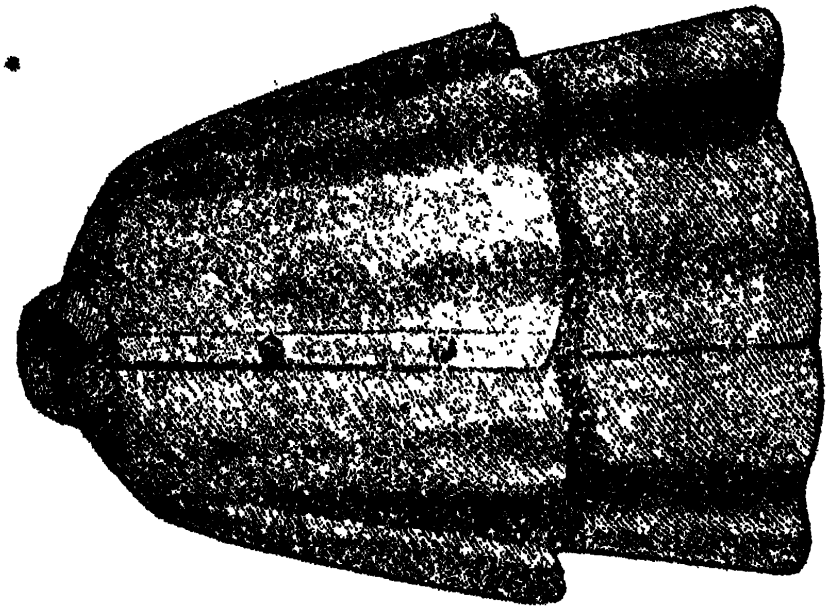

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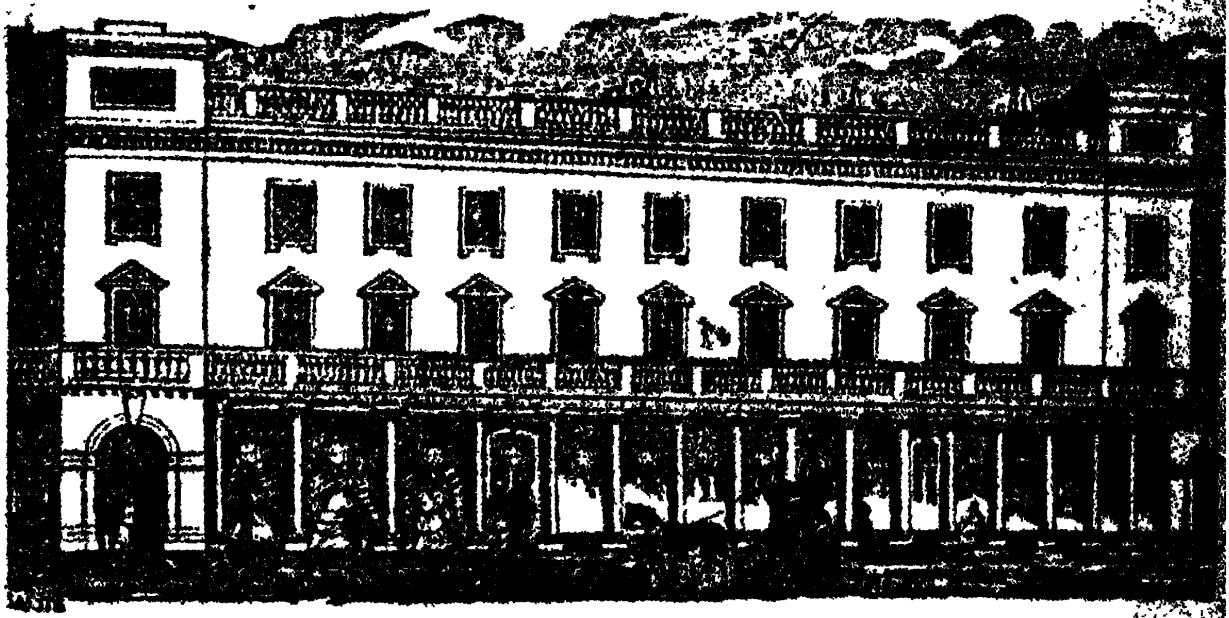

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12 Tea Spoons ...	0 16 0	1 4 0	1 7 0
2 Sauce Ladles ...	0 8 0	0 10 0	0 11 0
1 Gravy Spoon ...	0 7 0	0 10 6	0 11 6
4 Salt Spoons (gilt bowls)	0 6 8	0 10 0	0 12 0
1 Mustard Spoon ...	0 1 8	0 2 6	0 3 0
1 Pair Sugar Tongs ...	0 3 6	0 5 6	0 6 0
1 Pair Fish Carvers ...	1 0 0	1 16 0	1 14 0
1 Butter Knife ...	0 3 0	0 5 0	0 6 0
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6 Egg Spoons (gilt) ...	0 10 0	0 15 0	0 18 0
Complete Service	£10 13 10	15 16 6	17 13 6

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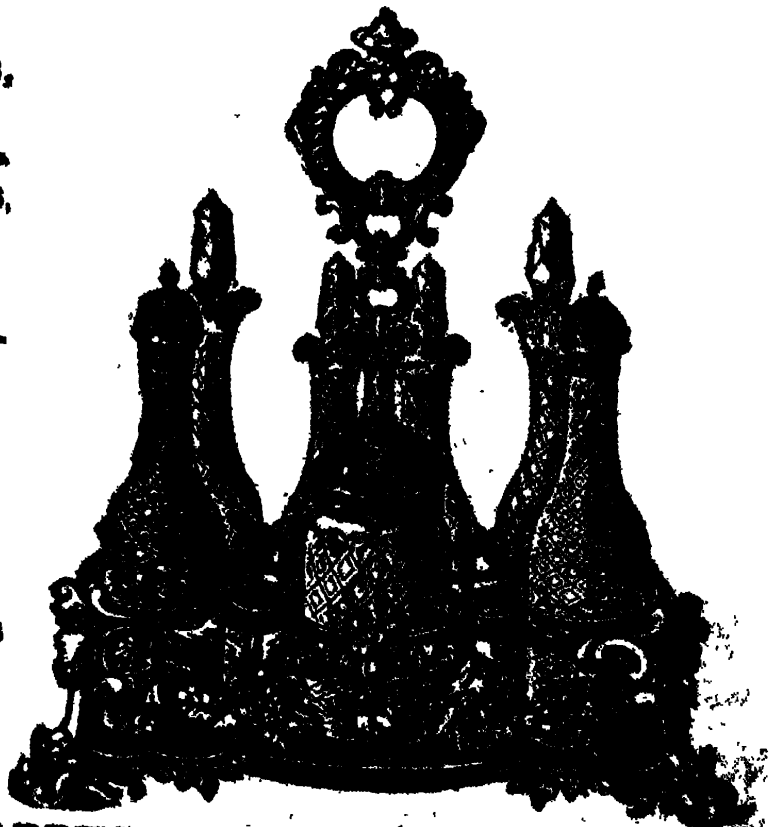

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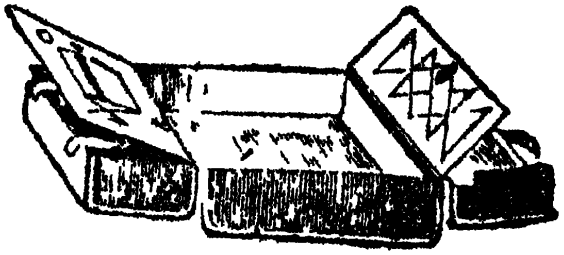
PORTMANTEAUS,  TRUNKS,

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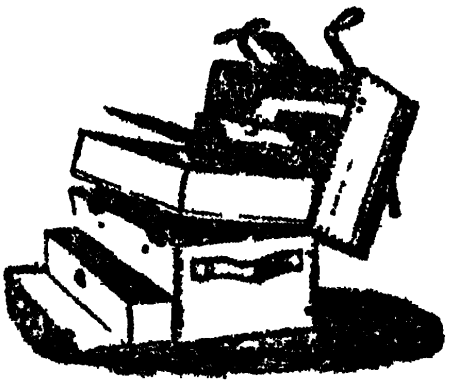
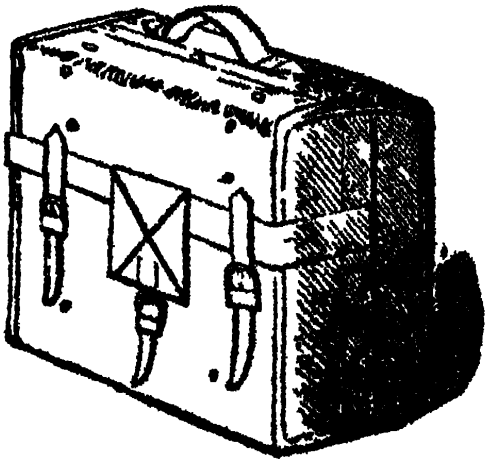
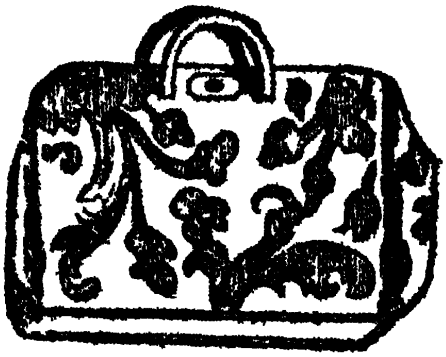




LEATHER and  CARPET BAGS

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J. W. & T. ALLEN, 18 & 22, Strand, London,

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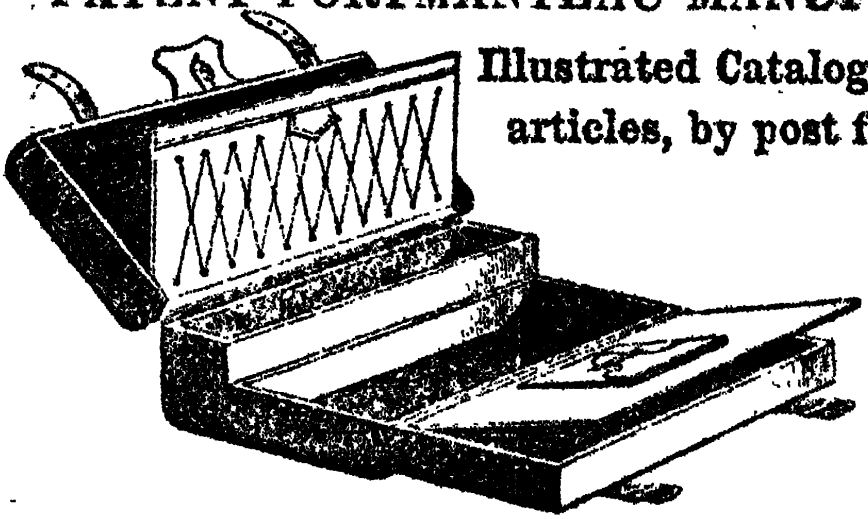

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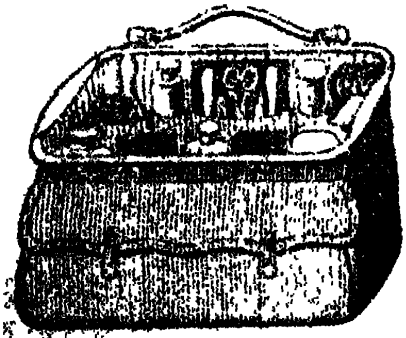
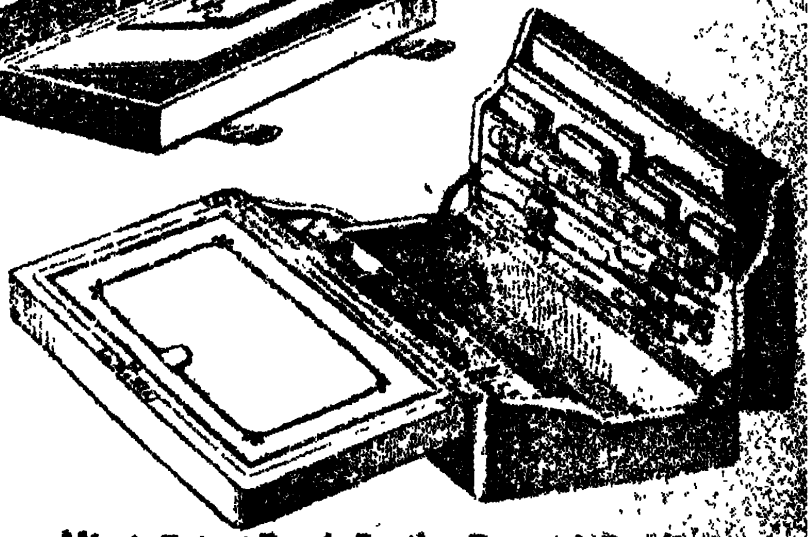
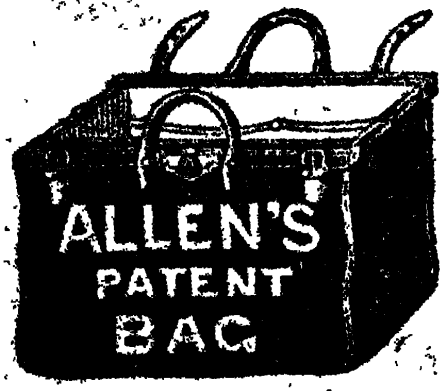


MOROCCO LEATHER
DRESSING BAGS.



Allen's Patent Russia Leather Despatch Box-Desk.



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Russia Leather Dressing Case to fit
Despatch Box, or be used separately.

J. W. and T. ALLEN, Manufacturers of Portable Military Furniture
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PASSPORT AGENCY OFFICE,

LONDON, 59, FLEET STREET, E.C.

PARTIES RESIDING IN ANY PART OF THE UNITED KINGDOM or LONDON who desire to avoid delay or trouble, can have their Passports obtained, and *vised*, with expedition and despatch, upon application, by letter or otherwise, to Mr. W. J. ADAMS, 59, Fleet Street; country residents, by this arrangement, are saved the trouble of coming to London, as their Passports can be forwarded to them by Post (*En Regle*). For particulars, see pages xxviii to xxxviii of this Guide.

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PASSPORT CASES FROM 1s. 6d. TO 6s.

Travelling Desks and Bags.
Do. Inkstands
Do. Soap (Gibbs').
Do. Shaving and Tooth
Roll-up Writing Cases.
Pocket Writing Cases
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Courier Bags, Straps, &c.
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THE LATEST EDITIONS of BRADSHAW'S HANDBOOKS to INDIA, FRANCE, BELGIUM, THE RHINE, SWITZERLAND, and PARIS.

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IMPORTANT FAMILY MEDICINE.

NORTON'S CAMOMILE PILLS

THE

MOST CERTAIN PRESERVER OF HEALTH,

A MILD, YET SPEEDY, SAFE, AND

EFFECTUAL AID IN CASES OF INDIGESTION,

AND ALL STOMACH COMPLAINTS,

AND AS A NATURAL CONSEQUENCE,

A PURIFIER OF THE BLOOD, AND A SWEETENER OF THE WHOLE SYSTEM.

INDIGESTION is a weakness or want of power of the digestive juices in the stomach to convert what we eat and drink into healthy matter, for the proper nourishment of the whole system. It is caused by everything which weakens the system in general, or in the stomach in particular. From it proceed nearly all the diseases to which we are liable; for it is very certain, that if we could always keep the stomach right, we should only die by old age or accident. Indigestion produces a great variety of unpleasant sensations: amongst the most prominent of its miserable effects are a want of, or an inordinate appetite, sometimes attended with a constant craving for drink, a distension or feeling of coldness in the stomach, flatulency, heart burn, pains in the stomach, acidity, unpleasant taste in the mouth, perhaps sickness, rumbling noise in the bowels; in some cases of depraved digestion there is nearly a complete dislike for food, but still the appetite is not greatly impaired, as at the stated period of meals persons so afflicted can eat heartily, although without much gratification; a long train of nervous symptoms are also frequent, as faintness, general debility, great languidness, [illegible] for exertion. The minds of persons [illegible] despondency, and great anxiety are observable in the countenance; they appear thoughtful, melancholy and dejected, under great apprehensions of some imaginary danger, will start at any unexpected noise or occurrence, and become so agitated that they require some time to calm and collect themselves; yet for all this the mind is easily [illegible] without much difficulty; pleasing events will for a time dissipate all appearance of [illegible] But the excitement produced by any [illegible] change quickly soon after the cause [illegible] by other symptoms are violent pal[illegible] [illegible], the sleep disturbed by frightful dreams and startings, and affording little refreshment; or occasionally there is much [illegible] with a sense of weight and oppression at the chest, nightmare, &c.

It is almost impossible to enumerate all the symptoms of this first invader upon the constitution, as in a hundred cases of *Indigestion* there will probably be something peculiar to each, be they what they may, they are all occasioned by the food becoming a burden rather than a support to the stomach; and in all [illegible] producing first wanted is that which will [illegible] speedy and effectual assistance to the

and give energy to the nervous and mus- systems—nothing can more speedily or with more certainty effect so desirable an object than *Norton's Extract of Camomile Flowers.* The has, from time immemorial, been highly es- in England as a grateful anodyne, im- an aromatic bitter to the taste, and a degree of warmth and strength to the ; and in all cases of indigestion, gout in stomach, windy colic, and general weakness, for ages been strongly recommended by the eminent practitioners as very useful and beneficial. The great, indeed only, objection to their use has been the large quantity of water which it takes to dissolve a small part of the flowers, and which must be taken with it into the stomach. It requires a quarter of a pint of boil- water to dissolve the soluble portion of one drachm of camomile flowers, and, when one or two ounces may be taken with advantage. must at once be seen how impossible it is to a proper dose of this wholesome herb in the of tea; and the only reason why it has not long since been placed the very first in rank of all restorative medicines, is that, in taking it, the stomach has always been loaded with water, which tends in a great measure to counteract, and very frequently wholly to destroy the effect must be evident that loading a weak stomach a large quantity of water, merely for the pose of conveying into it a small quantity of medicine, must be injurious; and that the medi- ines must possess powerful renovating properties ly to counteract the bad effects likely to be produced by the water. Generally speaking, this has been the case with camomile flowers, a herb possessing the highest restorative qualities, and, when properly taken, decidedly the most speedy restorer, and the most certain preserver, of health

These PILLS are wholly CAMOMILE, pre- by a peculiar process, accidentally dis- covered, and known only to the proprietor, and which he firmly believes to be one of the most valuable modern discoveries in medicine, by which all the essential and extractive matter of more than an ounce of the flowers is concentrated in four moderate sized pills. Experience has afforded the most ample proof that they possess all the fine aromatic and stomachic properties for which the herb has been esteemed; and, as they are taken into the stomach unencumbered by any nauseous or indigestible substance, in the same proportion their benefit been more immediate and perfect. Mild in their operation, and certain in their effect, they may be taken at any time under any circumstance, without danger or inconvenience; a person exposed to cold and wet a whole day or night could not possibly receive any injury from taking them, but, on the contrary, they would effectually prevent a cold being taken. After a long acquaintance with and strict observance of the medicinal properties of *Norton's Camomile Pills*, it is only doing them justice to say, that they are really the most valuable of all TONIC MEDICINES. By the word tonic is meant a medicine which gives strength to the stomach sufficient to digest in proper quantities all wholesome food, which increases the power of every nerve and muscle of the human body, or, in other words, invigorates the nervous and muscular systems. The solidity or firmness of the whole tissue of the body which so quickly follows the use of *Norton's Camomile Pills*, their certain and speedy effects in repairing the partial dilapidations from time or intemperance, and their lasting salutary influence on the whole frame, is most convincing, that in the smallest compass is contained the largest quantity of the tonic principle, of so peculiar a nature as to pervade the whole system, through which it diffuses health and strength sufficient to resist the formation of disease, and also to fortify the constitution against contagion; as such, their general use is strongly recommended as a preventative during the prevalence of malignant fever or other infectious diseases, and to persons attending sick rooms they are invaluable, as in no one instance have they ever failed in preventing the taking of illness, even under the most trying circumstances.

As *Norton's Camomile Pills* are particularly recommended for all stomach complaints or indigestion, it will probably be expected that some advice should be given respecting diet, though, after all that has been written upon the subject, after the publication of volume upon volume—after the country has, as it were, been inundated with practical essays on diet, as a means of prolonging life, it would be unnecessary to say more, did we not feel it our duty to make the humble endeavour of inducing the public to regard them not, but to adopt that course which is dictated by nature, by reason, and by common sense. Those persons who study the wholesome, and are governed by the opinions of writers on diet, are uniformly both unhealthy in body and weak in mind. There can be no doubt that the palate is designed to inform us what is proper for the stomach, and of course that must best instruct us what food to take and what to avoid; we want no other adviser. Nothing can be more clear than that those articles which are agreeable to the taste whereby nature intended [illegible]

and sustenance, nether liquid or solid, foreign or of native production; if they are pure and unadulterated, no harm need be dreaded by their use; they will only injure by abuse. Consequently, whatever the palate approves, eat and drink, always in moderation, but never in excess; keeping in mind that the first process of digestion is performed in the mouth, the second in the stomach; and that, in order that the stomach may be able to do its work properly, it is requisite the first process should be well performed; this consists in masticating or chewing the solid food, so as to break down and separate the fibres and small substances of meat and vegetables, mixing them well, and blending the whole together before they are swallowed, and it is particularly urged upon all to take plenty of time to their meals, and never eat in haste. If you conform to this short and simple but comprehensive advice, and find that there are various things which others eat and drink with pleasure and without inconvenience, and which would be pleasant to yourself only that they disagree, you may at once conclude that the fault is in the stomach, that it does not possess the power which it ought to do, that it wants assistance, and the sooner that assistance is afforded the better. A very short trial of this medicine will best prove how soon it will put the stomach in a condition to perform with ease all the work which nature intended for it. By its use you will soon be able to enjoy, in moderation, whatever is agreeable to the taste, and unable to name one individual article of food which disagrees with or sits unpleasantly on the stomach. Never forget that a small meal well digested affords more nourishment to the system than a large one, even of the same food, when digested imperfectly. Let the dish be ever so delicious, ever so enticing a variety offered, the bottle ever so enchanting, never forget that temperance tends to preserve health, and that health is the soul of enjoyment. But should an impropriety be at any time, or ever so often, committed, by which the stomach becomes overloaded or disordered, render it immediate aid by taking a dose of *Norton's Camomile Pills*, which will so promptly assist in carrying off the burden thus imposed [illegible] that all will soon be right again.

It is most certainly true that every per[illegible] his lifetime consumes a quantity of [illegible] matter, which if taken at one meal wo[illegible] fatal; it is these small quantities of [illegible] matter which are introduced into our food [illegible] by accident or wilful adulteration, which [illegible] so often upset the stomach, and not unfreq[illegible] lay the foundation of illness, and perhaps [illegible] ruination to health. To preserve the constitu[illegible] it should be our constant care, if possible, [illegible] counteract the effect of these small quantities [illegible] unwholesome matter; and whenever, in the [illegible] an enemy to the constitution finds its way [illegible] the stomach, a friend should be immediately [illegible] after it, which would prevent its mischie[illegible] effects, and expel it altogether; no better [illegible] can be found, nor one which will perform the [illegible] with greater certainty, than NORTON'S CAM[illegible] MILE PILLS. And let it be observed, that [illegible] longer this medicine is taken the less it will [illegible] wanted; it can in no case become habitual, [illegible] its entire action is to give energy and force to [illegible] stomach, which is the spring of life, the sou[illegible] from which the whole frame draws its strength [illegible] and support. After an excess of eating [illegible] drinking, and upon every occasion of the [illegible] health being at all disturbed, these PILLS [illegible] be immediately taken, as they will [illegible] eradicate disease at its commencement. [illegible] it is most confidently asserted, that by the [illegible] use of this medicine only, and a common [illegible] of caution, any person may enjoy all the [illegible] forts within his reach, may pass through [illegible] without an illness, and with the certainty [illegible] attaining a healthy OLD AGE.

On account of their volatile properties [illegible] must be kept in bottles; and if closely [illegible] their qualities are neither impaired by time [illegible] injured by any change of climate what[illegible] Price 13½d. and 2s. 9d. each, with full dir[illegible] The large bottle contains the quantity of [illegible] small ones, or PILLS equal to fourteen oz[illegible] CAMOMILE FLOWERS.

Sold by nearly all respectable Medicine Vendors.

Be particular to ask for "NORTON'S PILLS," and not be persuaded to purchase an imitation

A CLEAR COMPLEXION !!!

GODFREY'S

EXTRACT OF ELDER FLOWERS

Is strongly recommended for Softening, Improving, Beautifying and Preserving the Skin, and giving it a blooming and harming appearance. It will completely remove Tan, Sunburn, Redness, &c, and by its Balsamic and Healing qualities, render the Skin soft, pliable, and free from dryness, &c., clear it from every humour, pimple, or eruption; and by continuing its use only a short time, the skin will become and continue soft and smooth, and the complexion perfectly clear and beautiful

Sold in Bottles, price 2s. 9d, by all Medicine Vendors and Perfumers.

FOR GOUT, RHEUMATISM, AND RHEUMATIC GOUT.

SIMCO'S GOUT AND RHEUMATIC PILLS

Are a certain and safe remedy. They restore tranquillity to the nerves, give tone to the stomach, and strength to the whole system. No other medicine can be compared to these excellent Pills, as they prevent the disorder from attacking the stomach or head, and have restored thousands from pain and misery to health and comfort.

Sold by all Medicine Vendors, at 1s. 1½d. or 2s. 9d. per box.

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SIMCO'S ESSENCE OF LINSEED

Is the most efficacious remedy ever discovered for the relief of persons suffering from Influenza; the first two doses generally arrest the progress of this distressing complaint; and a little perseverance completely removes it. Children's Coughs, as well as recent ones in Adults, will be removed by a few doses (frequently by the first); and Asthmatic persons, who previously had not been able to lie down in bed, have received the utmost benefit from the use of *SIMCO'S ESSENCE OF LINSEED*